BOARD OF DIRECTORS
REGULAR MEETING AGENDA
NOVEMBER 18, 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=pButHwakIVNRUQA9u5YBDy0fHXFD2h.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, November 17, 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
NOVEMBER 18, 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 October 21, 2026 Board Meeting Minutes

3. Board Member Announcements

4. General Manager's Report

5. Public Comment on Non-Agenda Items

Consent Calendar

6a. Accept Monthly Ridership Report – October, 2026
6b. Approve Monthly Financial Status Report – September 2026
6c. Authorize the General Manager to award Contract No. IT-PS-26-005 to Consultadd, Inc. for Microsoft 365 Managed Services
6d. Authorize the General Manager to award Contract No. FN-PS-26-004 to Alliant Insurance Services, Inc. for Insurance Brokerage & Risk Management Services
6e. Approve Resolutions 2026-37 and 2026-38 authorizing increased amounts for the filing of SMART's annual applications for State Rail Assistance and Low Carbon Transit Operations Program funding.

Regular Calendar

7. Receive an update on Healdsburg station location outreach, presented by Planning Manager, Zoe Unruh

Closed Session

8. Conference with Legal Counsel regarding existing litigation pursuant to California Government Code Section 54956.9 (d)(1)
Number of Cases: One (1) Case: Willis v. Sonoma-Marin Area Rail Transit District (SMART – Superior Couty of California, County of Sonoma – Case No. 25CV06109

9. Conference with Real Property Negotiator General Manager Cumins, pursuant to Government Code Section 54956.8 regarding real estate property negotiations.
    - Property: 437 Aviation Blvd., Santa Rosa, Ca. 95403 (APN 059-350-095)
      Agency negotiator: General Manager Cumins

Negotiating Parties: Lytton Rancheria of California

Under Negotiations: Price and terms of payment

10. Conference with Legal Conference regarding significant exposure to litigation (anticipated litigation) pursuant to Government Cide section 54956.9(d)(2); Number of Cases: Unknown

11. Report Out Closed Session

12. Next Board of Directors Meeting, December 16, 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
REGULAR MEETING DRAFT MINUTES
October 21, 2026 - 1:30 PM

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

1. Call to Order [00:00:00 Minutes Mark on the Video Recording]

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

2. Approval of the September 16, 2026, Board Meeting Minutes [00:00:50 Minutes Mark on the Video Recording]

   MOTION: Vice Chair Sackett moved approval of the September 16, 2026 Board Meeting Minutes, as presented and Director Rabbitt seconded. The motion carried 7-0-5 (Directors Colin, Garbarino, Jacobs, Lucan and Paulson were absent.)

   Public Comment
   None

3. Board Member Announcements [00:01:30 Minutes Mark on the Video Recording]

   Directors Kelley, Paulson and Chair Coursey spoke

   Director Paulson arrived at 1:34PM

4. General Manager's Report [00:03:16 Minutes Mark on the Video Recording]

   General Manager Cumins provided a PowerPoint presentation, which is posted on SMART's
   website. Highlights include:
   - Procurements and Contracts over $100k
   - Ridership Report
   - Questions

   Director Garbarino arrived at 1:37PM

Board Comments
Director Rabbitt asked about Ridership performance at stations.
Director Kelley asked about shuttle service.

Public Comment
None

5. Public Comments on Non-Agenda Items [00:08:30 Minutes Mark on the Video Recording]

The following individuals spoke under Public Comment:
- Doug Kerr
- Kim Lockhart

6. Consent [00:13:43 Minutes Mark on the Video Recording]
   a. Accept Monthly Ridership Report –September 2026
   b. Approve Monthly Financial Status Report – July/August 2026
   c. Adopt Resolution No. 2026-34 to make various changes to the fiscal Year 2026/2027 Adopted Budget – Amendment #4
   d. Receive the SMART Transit Asst Management Plan (STAMP)

Public Comment
None

MOTION: Director Pahre moved approval of Consent Agenda, as presented and Director Kelley seconded. The motion carried 9-0-3 with Directors Colin, Jacobs, and Lucan absent.

7. Adopt Resolution 2026-35 honoring Nina's 20+ years of District service & retirement, *Presented by Chief Operating Officer, Marc Bader* [00:14:32 Minutes Mark on the Video Recording]

Board Comments
Director Pahre and Chair Coursey commented.

A resolution was presented to Nina West and a photo was taken with the full Board.

Public Comments
None

MOTION: Director Rabbitt moved to Adopt Resolution 2026-35 honoring Nina's 20+ years of District service & retirement from SMART, as presented and Director Kelley seconded. The motion carried 9-0-3 with Directors Colin, Jacobs and Lucan absent.

8. Receive and discuss the Strengths, Weaknesses, Opportunities, and Threats (SWOT)

Analysis, *Presented by General Manager, Eddy Cumins* [00:19:53 Minutes Mark on the Video Recording]

Board Comments
Chair Coursey, Vice Chair Sackett and Directors Sackett, Rabbitt, Fleming, Paulson, Cader Thompson, Garbarino, Kelley commented and asked questions that were answered by General Manager, Cumins.

9. Receive an update on Healdsburg station location outreach, *presented by Planning Manager, Zoe Unruh* [01:00:33 Minutes Mark on the Video Recording]

Board Comments
None

Public Comments [1:04:48 Minutes Mark on the Video Recording]
Doug Kerr
Mark McMullen
Terri
Ron Edwards
Scott Pratt
Jack Swearengen
Adrian Covert
Sei Shin
Bruce Abramson
Carolyn

10. Receive the City of Healdsburg's Development Planning Presentation, *introduction by General Manager Eddy Cumins and presented by Keff Kay and Scott Diamond* [1:25:23 Minutes Mark on the Video Recording]

Board Comments
Chair Coursey and Directors Fleming and Kelley asked questions relating to slides 8 and 9. Directors Pahre and Rabbitt and Chair Coursey asked questions relating to slide 10. Directors Rabbitt, Kelley, Fleming Garbarino, Vice Chair Sackett and Chair Coursey commented and asked questions relating to other parts of the presentation content.

Public Comments
Kim Lockhart
Linda
Terri
Ron Edwards
Mark McMullen
Director Paulson left the meeting at 4:15PM

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* [2:51:49 Minutes Mark on the Video Recording]

Board Comments
Director Rabbitt, Kelley and Chair Coursey asked questions and Chief Engineer, Bill Gamlen answered.

Public Comments
Mark McMullen
Mike Pechner
Sei Shin

Director Fleming left the meeting at 4:38PM.

Director Kelley asked a final question after Pubic Comment and was answered by Grants and Legislative Affairs Manager, Joanne Parker

MOTION: Director Kelley moved to 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, as presented and Director Cader Thompson seconded. The motion carried 7-0-5 with Directors Colin, Fleming, Jacobs, Lucan and Paulson absent.

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

13. Adjournment – Meeting adjourned at 4:43 PM

Respectfully submitted,

Kyreen Jorgensen
Clerk of the Board

Approved on: _____

AGENDA ITEM 06a

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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Gabe Paulson
Marin County Council of Mayors and Councilmembers

David Rabbitt
Sonoma County Board of Supervisors

GENERAL MANAGER
Eddy Cumins

November 18, 2026

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

SUBJECT: October 2026 Monthly Ridership Report

Dear Board Members:

RECOMMENDATIONS: Receive the October 2026 Monthly Ridership Report

SUMMARY:

We are presenting the monthly ridership report for activity for the month of October 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 October 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 – October 2026

OCTOBER 2026 SMART RIDERSHIP REPORT

SMART Ridership Report
Board of Directors
November 18, 2026

October 2026 saw a slight increase in ridership from the previous month. Average weekday ridership was 5,699, down 1% from September and up 28% over October 2025. Compared to the prior month, average Saturday ridership decreased by 11% and average Sunday ridership decreased by 14%. However, average Saturday and Sunday ridership increased 45% and 64%, respectively, compared to October 2025. Total monthly ridership was 155,575 up 30% over October 2025 and 172% over October 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 October 2025 and 2026 year-over-year.

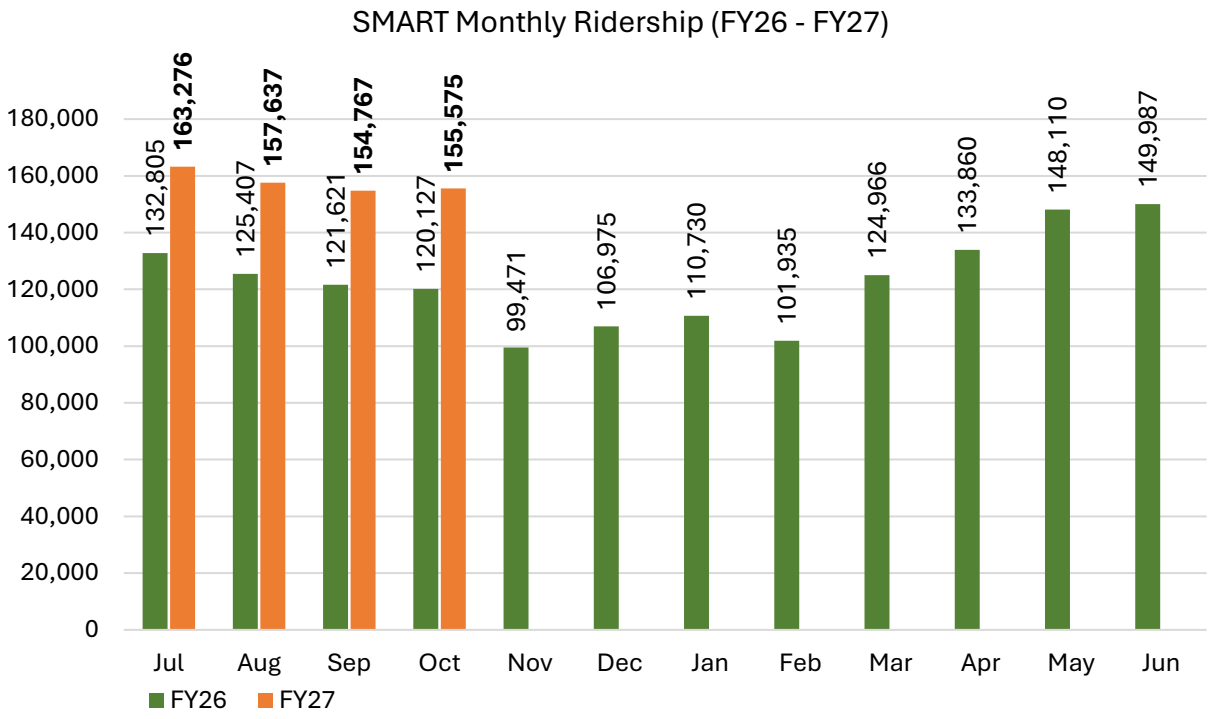
MONTHLY TOTALS YEAR-OVER-YEAR	OCTOBER 2025	OCTOBER 2026	% Change
Ridership	120,127	155,575	30%
Fare-based Ridership (Clipper + App Only)	61,828	74,071	20%
Average Weekday Ridership	4,466	5,699	28%
Average Saturday Ridership	2,451	3,550	45%
Average Sunday Ridership	1,899	3,110	64%
Bicycles	16,518	21,019	27%
Mobility Devices	337	512	52%

OCTOBER 2026 SMART RIDERSHIP REPORT

SMART Ridership Report
Board of Directors
November 18, 2026

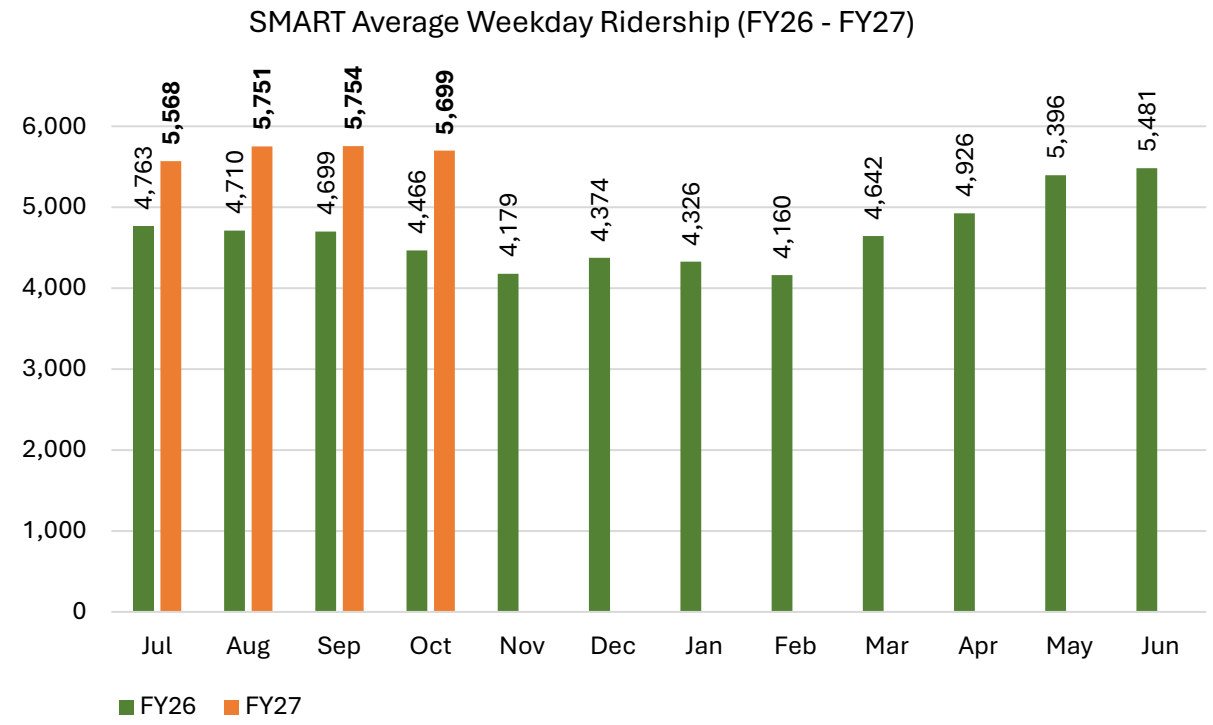
FISCAL YEAR (Jul -Oct)	Fiscal Year 2026	Fiscal Year 2027	% Change
Ridership	499,960	631,255	26%
Fare-based Ridership (Clipper + App Only)	250,207	300,551	20%
Average Weekday Ridership	4,660	5,691	22%
Average Saturday Ridership	2,750	4,030	47%
Average Sunday Ridership	2,503	3,645	46%
Bicycles	65,504	80,346	23%
Mobility Devices	1,537	1,982	29%

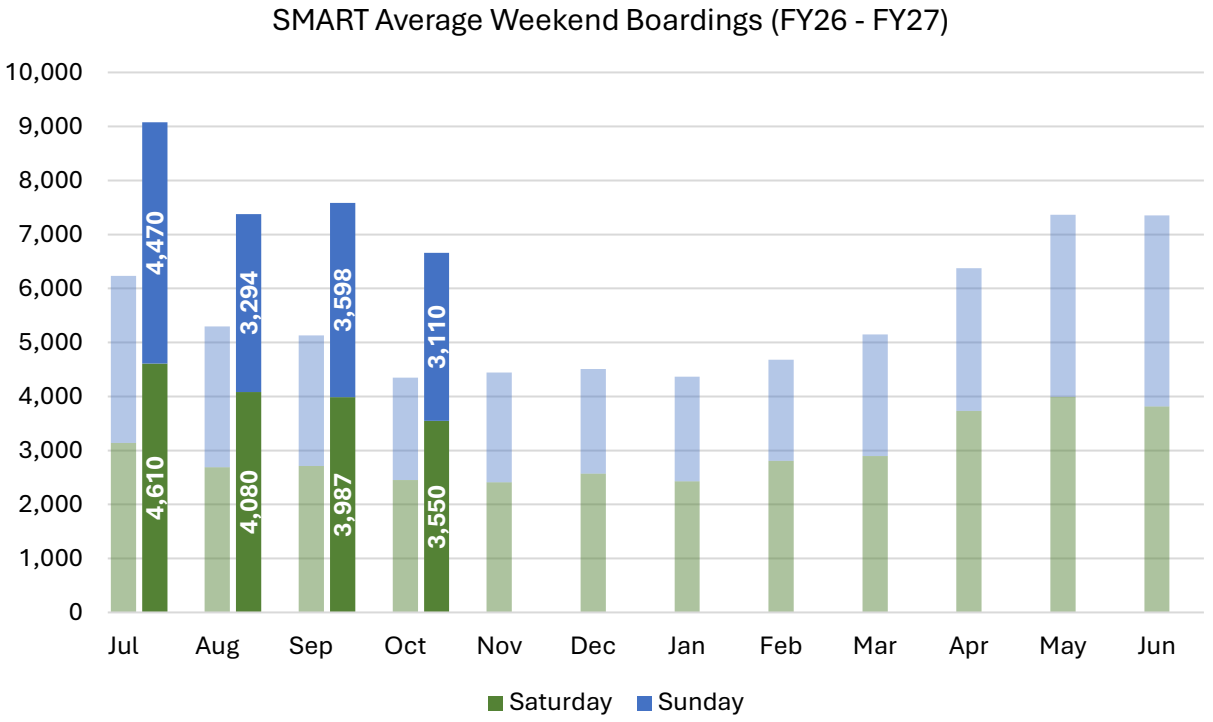
The following charts compare the average weekday ridership, average weekend ridership, and monthly totals for FY26-FY27.



OCTOBER 2026 SMART RIDERSHIP REPORT

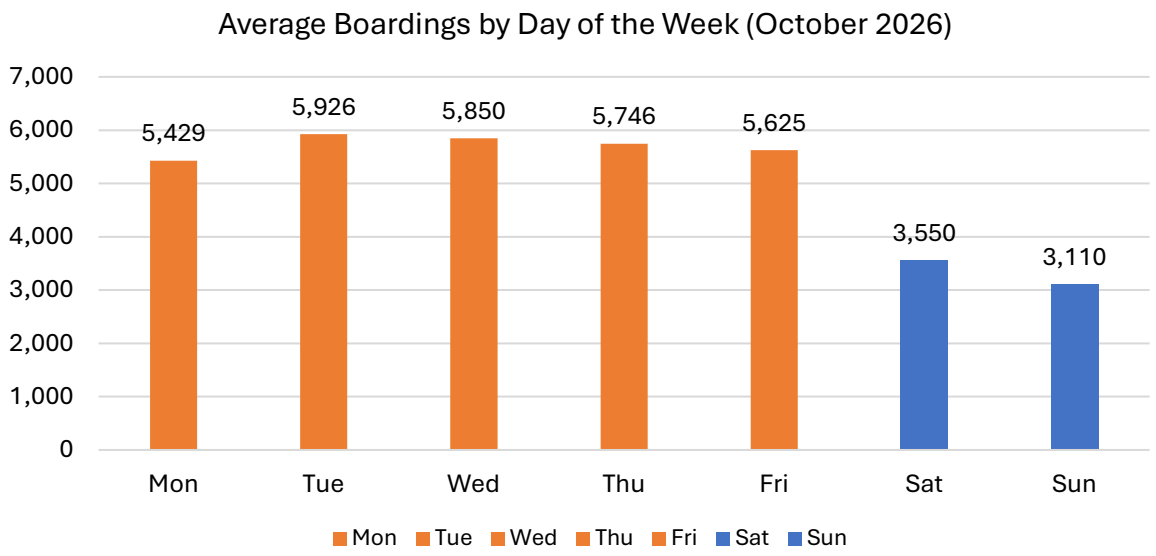
SMART Ridership Report
Board of Directors
November 18, 2026





OCTOBER 2026 SMART RIDERSHIP REPORT

SMART Ridership Report
Board of Directors
November 18, 2026

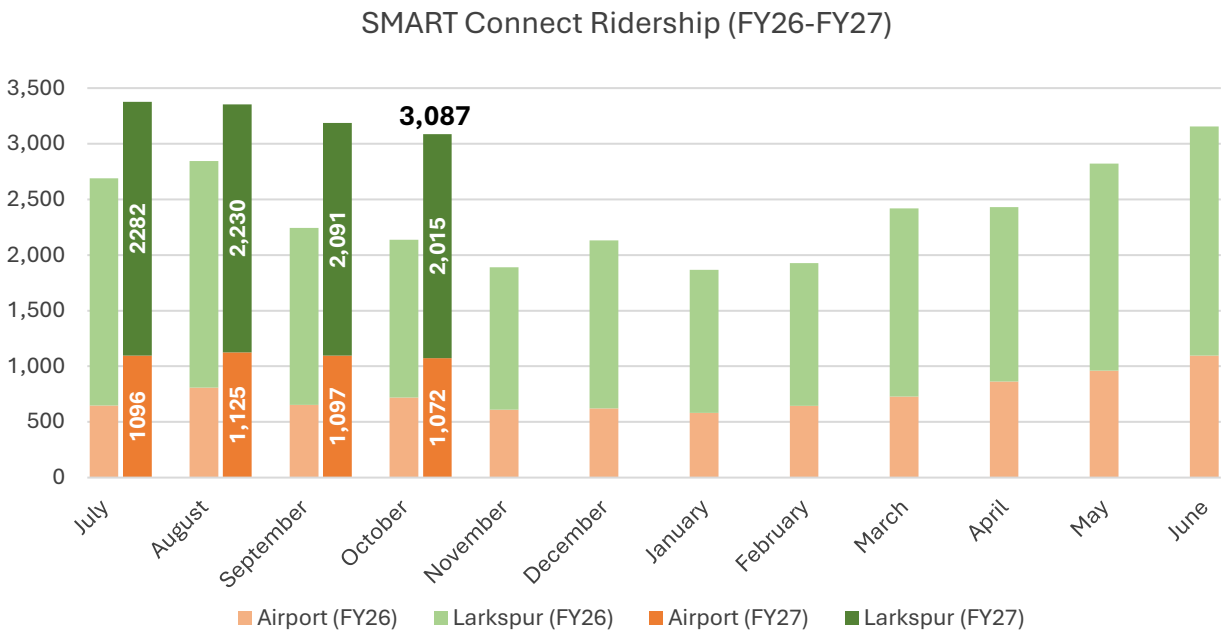


OCTOBER 2026 SMART RIDERSHIP REPORT

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 October monthly ridership for the SMART Connect program was 3,087 riders.



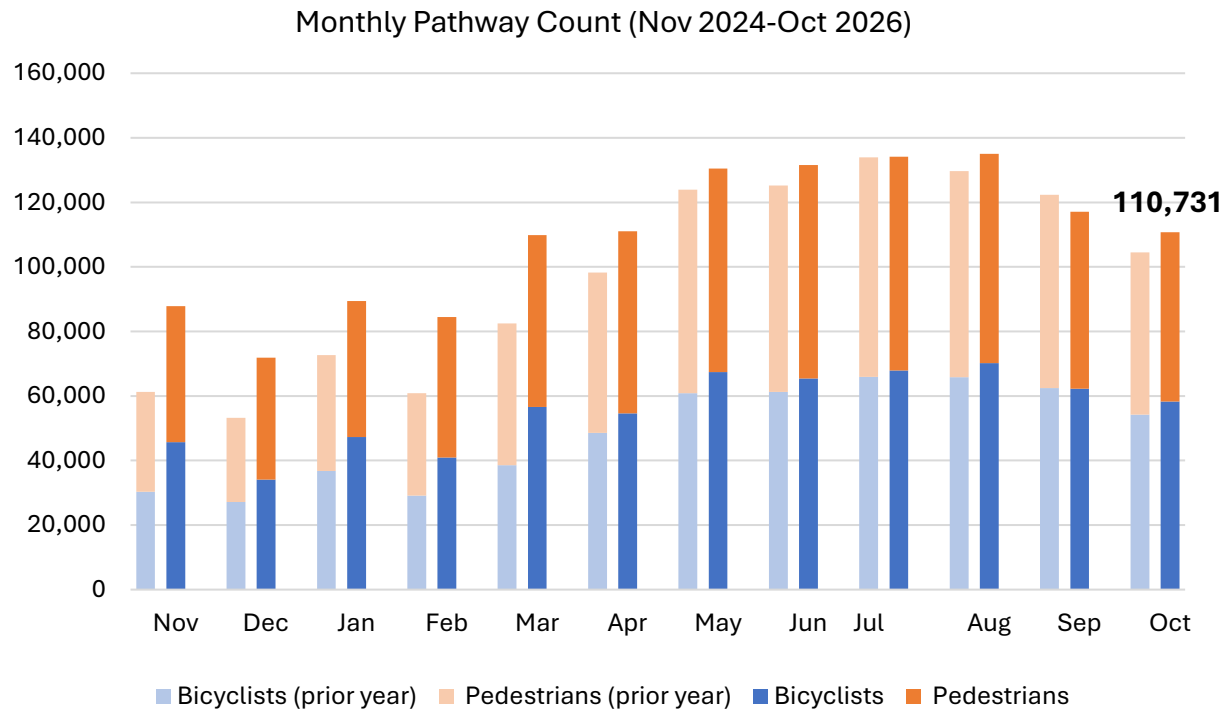
OCTOBER 2026 SMART RIDERSHIP REPORT

SMART Ridership Report
Board of Directors
November 18, 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 October 2026, SMART counted 110,731 users on the pathway.



AGENDA ITEM 06b

Sonoma-Marin Area Rail Transit
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GENERAL MANAGER
Eddy Cumins

November 18, 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 – September 2026

SUMMARY:
This report provides information for the first three months of Fiscal Year (FY) 2027, including details on the Board Adopted Budget through Budget Amendment #3. 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 three months of FY 2026 (July - September). Additionally, for passenger rail, there is 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 increased by one payment in September, which was anticipated based on the payment schedule.

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 work on the projects continued through the end of the fiscal year, those revenues will be accrued and billed to agencies in arrears. As of this reporting period, total passenger revenues equal $5,672,607 and total passenger expenditures equal $14,178,899 for a difference of ($8,506,292). The total freight revenues equal $522,990 and freight expenditures equal $497,744 for a difference of $25,246. 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

September 2026

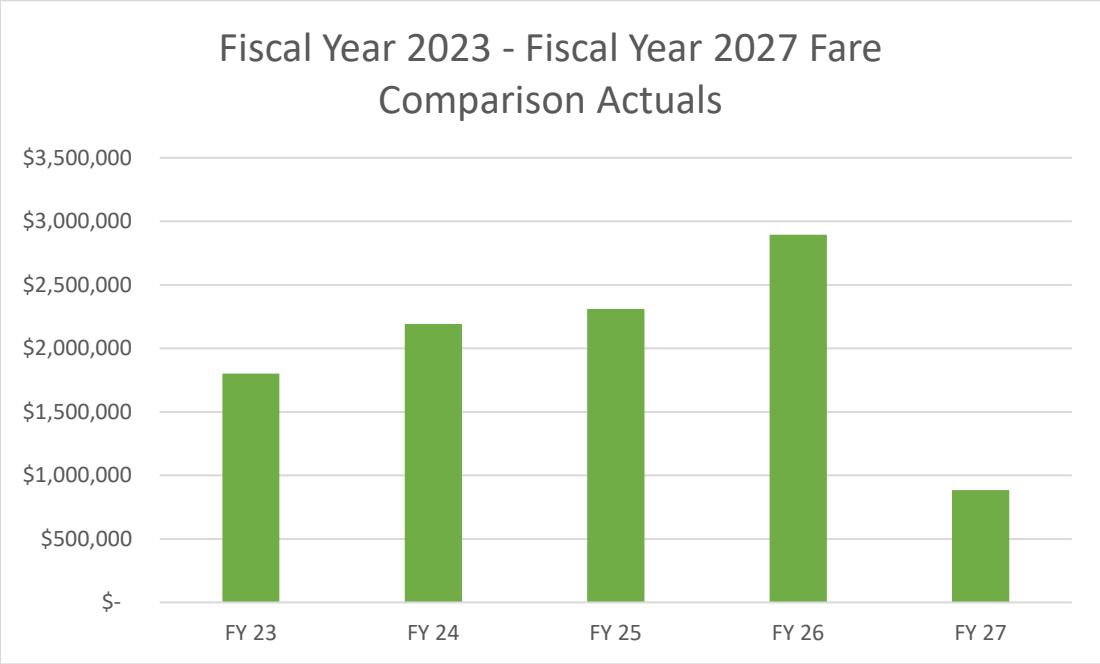
PASSENGER REVENUES

	FY 2027 Approved Budget and Amendments #1-3	Actual	Amount Over/ (Under) Budget	% Over/(Under) Budget	% of FY Remaining
Sales & Use Tax	$50,408,000	$4,438,515	-$45,969,485	-91%	75%
Sales Tax Collection Fees	-$850,000	$0	850,000	-100%	75%
Federal Funds	$11,429,480	$0	-$11,429,480	-100%	75%
State Grants	$32,428,169	$9,806	-$32,418,363	-100%	75%
Passenger Fares	$3,333,189	$914,567	-$2,418,622	-73%	75%
Shuttle Fares	$12,941	$3,712	-$9,229	-71%	75%
Parking Fees	$55,727	$18,937	-$36,790	-77%	75%
Interest & Lease Revenue	$1,500,000	$193,951	-$1,306,049	-87%	75%
Misc./ Other Revenues	$833,443	$93,118	-$740,325	-89%	75%
Other Governments	$1,451,455	$0	-$1,451,455	-100%	75%
Total	**$101,756,724**	**$5,672,607**	**-$96,084,116**	**-94%**	**75%**

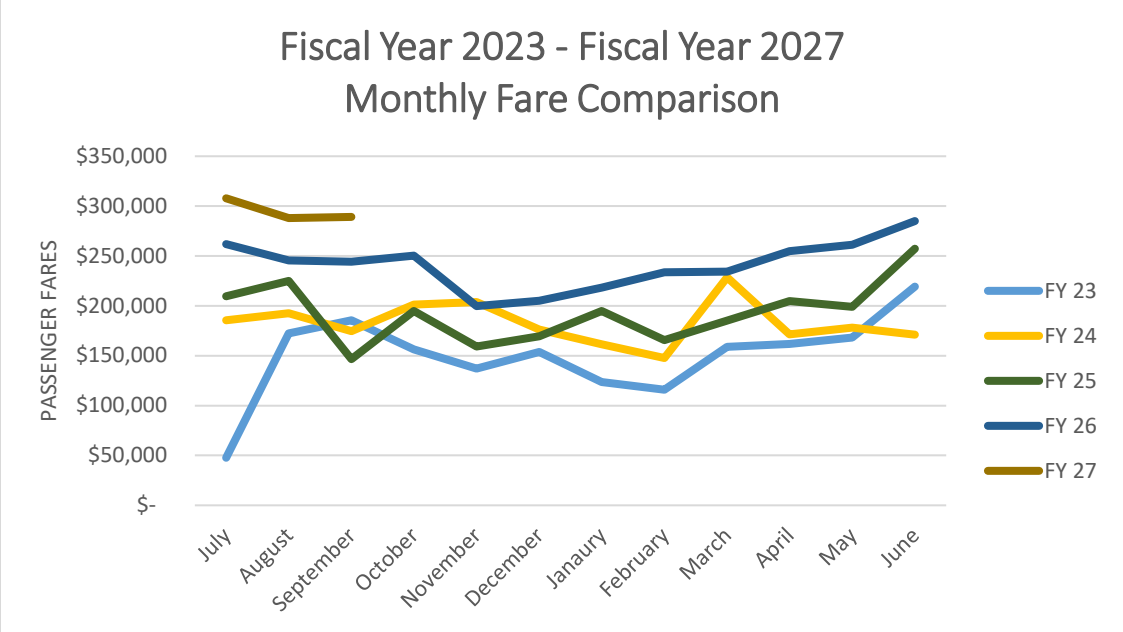
Measure Q Sales Tax
Fiscal Year (FY) 2027*

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	$4,438,515	$0	$0	$0
Difference	$469,723	-$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-#3	Actual	Amount Over / (Under) Budget	% Over/(Under) Budget	% of FY Remaining
Administration					
Salaries & Benefits	$7,932,132	$1,807,004	-$6,125,128	-77%	75%
Services & Supplies	$13,266,462	$2,053,939	-$11,212,523	-85%	75%
Administration Total	**$21,198,594**	**$3,860,943**	**-$17,337,651**	**-82%**	**75%**
Operations					
Salaries & Benefits	$23,371,633	$4,615,899	-$18,755,735	-80%	75%
Services & Supplies	$9,027,045	$1,581,907	-$7,445,138	-82%	75%
Operations Total	**$32,398,678**	**$6,197,805**	**-$26,200,873**	**-81%**	**75%**
Engineering					
Salaries & Benefits	$943,229	$194,024	-$749,205	-79%	75%
Services & Supplies	$3,121,145	$543,379	-$2,577,766	-83%	75%
Engineering Total	**$4,064,374**	**$737,403**	**-$3,326,971**	**-82%**	**75%**
Capitalized Expenses					
Facilities	$22,333,969	$3,340,700	-$18,993,269	-85%	75%
Infrastructure	$1,617,017	$14,824	-$1,602,193	-99%	75%
Equipment	$10,503,623	$27,224	-$10,476,400	-100%	75%
Nonrevenue Vehicles	$1,169,000	$0	-$1,169,000	-100%	75%
Capitalized Expenses Total	**$35,623,610**	**$3,382,748**	**-$32,240,862**	**-91%**	**75%**
Total All Expenses	**$93,285,256**	**$14,178,899**	**-$79,106,356**	**-85%**	**75%**

FREIGHT REVENUES

	FY 2027 Approved Budget and Amendments #1-#3	Actual	Amount Over/ (Under) Budget	% Over/(Under) Budget	% of FY Remaining
State Operating / Capital Grant	$1,332,674	$0	-$1,330,415	-100%	75%
Caltrans SH 37	$8,320	$0	-$6,000	-100%	75%
State Shortline Grant	$308,731	$0	-$308,190	-100%	75%
Freight Movement Fees	$800,000	$196,131	-$676,155	-85%	75%
Leases	$278,100	$44,889	-$245,059	-88%	75%
Freight Storage	$0	$0	$0	0%	75%
Miscellaneous/Other	$0	$20,000	$20,000	0%	75%
45(g) Tax Credit & Misc.	$261,970	$261,970	$0	0%	75%
Total	**$2,989,795**	**$522,990**	**-$2,466,805**	**-83%**	**75%**

FREIGHT EXPENSES

	FY 2027 Approved Budget and Amendments #1-#3	Actual	Amount Over / (Under) Budget	% Over/(Under) Budget	% of FY Remaining
Operations					
Salaries & Benefits	$1,165,101	$253,341	-$911,761	-78%	75%
Services & Supplies	$1,240,848	$242,653	-$999,278	-80%	75%
Operations Total	$2,405,949	$495,994	-$1,911,039	-79%	75%
Engineering					
Salaries & Benefits	$58,571	$1,750	-$56,996	-97%	75%
Services & Supplies	$520,154	$0	-$520,154	-100%	75%
Engineering Total	$578,725	$1,750	-$-577,150	-100%	75%
Total All Expenses	**$2,990,336**	**$497,744**	**-$2,492,592**	**-83%**	**75%**

CAPITAL PROJECTS

Capital Project Report	Sept 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	$4,050,000	$2,413,686	$1,636,314	$0	Work is ongoing.
Extension: Healdsburg Phase I	$34,587,000	$15,159,000	$18,719,153	$708,847	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	$257,281	$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 is 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	$27,694,301
Sonoma County Investment Pool	$91,080,623
Total Cash on Hand	**$118,774,924**
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	$76,074,284
Less: Current Encumbrances	-$41,999,146
Balance	**$34,075,138**

Contract Summary

PASSENGER RAIL

Active contracts as of 9/30/2026

Contractor	Scope	FY 26/27 Encumbered	FY 26/27 Actuals
Actum II	California State Legislative Advocacy Services	$ 126,000	$ 42,000
Afaf Translations LLC	Oral and Document Translation Services	$ 2,413	$ 1,292
Alcohol & Drug Testing Services, LLC	Administration of DOT, FRA, and SMART-Regulated Drug and Alcohol Program Services	$ 72,500	$ 8,169
Alex Ruiz Sr. dba North Bay Bottling	Water Delivery Service to Fulton Maintenance Facility & Rail Operation Center	$ 9,063	$ 1,944
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	$ 2,859
Bender Rosenthal, Inc.	On Call Real Estate Advisory & Property Rights Acquisition Support Services	$ 19,924	$ 9,191
BKF Engineers	Design & Engineer Seven (7) Multi-Use Pathway Segments in Sonoma and Marin Counties	$ 290,195	$ 40,671
BlinkTag Inc	As-Needed Consulting Services to Creation, Maintenance, and Enhancement of GTFS Schedule Datasets	$ 3,600	$ 600
City of Novato	Alteration to the existing railroad crossing at Olive Avenue to add a new pedestrian crossing.	$ 150,000	$ -
City Towel & Dust Services, Inc. DBA Sunset Linen & Uniform	Laundering and Pressing Services for SMART-Owned Uniforms	$ 1,411	$ 416
City Towel & Dust Services, Inc. DBA Sunset Linen & Uniform	Employee Uniform Rental and Laundering Service	$ 18,200	$ 9,542
Clean Solutions Services, Inc.	Janitorial and Custodial Services for SMART Stations, Offices, and Parking Lots	$ 115,831	$ 37,510
Code3 Entertainment Services, LLC	Microtransit Operator Services	$ 621,649	$ 249,173
County of Sonoma	Ongoing Maintenance and Monitoring of Riparian Enhancement Project at Helen Putnam Regional Park	$ 51,899	$ 51,899
County of Sonoma	Ongoing Maintenance and Monitoring of Riparian Enhancement Projects at Crane Creek Regional Park	$ 77,109	$ 77,109
County of Sonoma	Non-Revenue Fleet Maintenance and Repair Services	$ 60,000	$ 40,411
Courtney Robertson DBA CocoConsult LLC	Construction Alternate Project Delivery Advisor and Cost Estimation Services	$ 256,327	$ 206,165
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	$ 29,735
eLock Technologies LLC	Ongoing Maintenance and Operation Support for Bicycle eLockers at SMART Stations	$ 9,875	$ 5,925
EMR LLC DBA Maxaccel	Software System for Managing and Reporting FRA Compliance	$ 34,790	$ 11,762
EMR LLC DBA Maxaccel	Learning Management System and Support Services	$ 13,980	$ 5,568
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	$ 31,200
Foster & Foster Consulting Actuaries, Inc.	GASB 75 and GASB 68 Compliance and Actuarial Services	$ 1,250	$ 1,250
George Hills Company	Third-Party Administrator and Property and Liability Claims Adjusting Services	$ 12,988	$ 6,387
Ghilotti Bros, Inc.	St. Vincent's Reinforced Concrete Box Culvert (RBC) Reinforced Fill Repair Project.	$ 272,869	$ 139,467
Golden Five LLC	Microsoft Office 365 Managed Services and Technical Support Services	$ 29,790	$ 20,043
Graviton Consulting Services, LLC	Oracle ERP Software Technical Support Services	$ 217,160	$ 15,344
Hanford Applied Restoration & Conservation	San Rafael Creek Riparian Mitigation Implementation, Maintenance, and Monitoring Project	$ 18,118	$ 17,134
Hanford Applied Restoration & Conservation	Maintenance and Monitoring of the Las Gallinas Creek Watershed Riparian Enhancement Planting	$ 10,329	$ 6,886
Hanford Applied Restoration & Conservation	Crane Creek Fiddleneck Drainage Riparian Enhancement Project	$ 109,623	$ 27,602
Hanson Bridgett LLP	Labor and Employment Legal Services	$ 144,000	$ 6,901
HdL Companies	Sales & Use Tax Audit, Recovery, and Forecasting Services	$ 11,800	$ 3,750
Hunt Oil of California	Supply and Deliver Valvoline Premium Blue 15W40 Motor Oil	$ 31,080	$ 4,140

Contractor	Scope	FY 26/27 Encumbered	FY 26/27 Actuals
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	$ 96,271
Krauthamer & Associates LLC	Employee Recruiting Services	$ 70,000	$ 69,815
Lance A. O'Connor	DOT & FRA Regulated Pre-Employment & Recertification Screenings	$ 5,000	$ 170
Law Office of Kevin M Sheys LLC	Legal Services Related to Rail Transit Issues	$ 32,328	$ 20,504
LCPTracker, Inc.	Certified Payroll Compliance Software	$ 36,974	$ 36,974
Masabi LLC	SMART's Mobile Ticketing Application and Technical Support Services	$ 33,072	$ 22,048
MegaRock Group Inc	Purchase and Ongoing Support of MegaRock DGT-300 Road-Rail Dual-Purpose Railcar Mover System	$ 185,725	$ -
Milano Mechanical	Routine maintenance, inspection and as-needed HVAC services.	$ 6,000	$ -
Modern Railway Systems	TDX & Communication System Monitoring and Maintenance	$ 48,267	$ 32,178
Modern Railway Systems	Passenger Information Display Real Time Signage, Content Management Software, and Ongoing Support	$ 36,775	$ -
Mountain F Enterprises, Inc.	On Call Tree Trimming, Removal, and Arborist Services.	$ 19,810	$ 14,735
Netspeed LLC	Avaya Phone System Support Services	$ 17,370	$ 8,970
Nossaman LLP	Legal Services Regarding Rail Transit Issues	$ 120,000	$ 22,455
Occupational Health Centers of CA, A Medical Corp.	DOT & FRA Regulated Pre-Employment & Recertification Screenings	$ 14,140	$ 7,203
Pitney Bowes, Inc.	Lease of Postage Meter Machine and Postage Fees	$ 5,000	$ 183
Portola Systems, Inc.	Station Network Maintenance and Technical Support Services	$ 267,830	$ 215,703
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	$ 5,475
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	$ 42,913
Ryan Dunnigan	Pre-Employment, Post Incident, and Return-to-Duty Psychological Evaluations	$ 45,000	$ 12,340
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	$ 8,669
SPTJ Consulting	Administration Network Management, Monitoring, and Technical Support Services	$ 229,837	$ 88,141
Stacy and Witbeck/Herzog, A Joint Venture	Progressive Design Build for Healdsburg Extension	$ 7,924,126	$ 4,627,957
Stephanie L. Van Houten	Substance Abuse Professional Services and Drug and Alcohol Counselor Services	$ 3,333	$ -
Sue R. Evans	Title Investigation Services	$ 10,000	$ 2,080
The Routing Company	Microtransit Software Application Design, Implementation, and Ongoing Support	$ 17,541	$ 5,823
Toshiba America Business Solutions	Lease and Maintenance Agreement of SMART Multi-Function Copy Machines	$ 47,548	$ 16,401
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	$ 10,901
Triangle Land Restoration	Riparian Mitigation Implementation and Maintenance Project at Windsor Creek	$ 22,155	$ 12,534
Triangle Land Restoration	Riparian Enhancement Project at Crane Creek Regional Park	$ 43,707	$ 30,745
TruView BSI, LLC	Pre-Employment Investigations & Background Screening Services	$ 35,000	$ 11,678
Urban Transportation Associates, Inc.	Automatic Passenger Counter System and Ongoing Technical Support	$ 22,360	$ -
Van Scoyoc Associates, Inc.	Federal Legislative Advocacy Services	$ 30,000	$ 15,000
Web Master Designs, LLC	As-Needed Monitoring, Management and Support for SMART's Public Facing Websites	$ 3,200	$ 790
Western States Oil Company	Supply and Delivery of Fuel & Diesel Exhaust Fluid (Primary Designation)	$ 1,159,980	$ 811,942
WEX Bank	Non-Revenue Vehicle Fuel Card Payment Services	$ 179,020	$ 81,118
WRA, Inc.	On-Call Environmental Consulting Support Services	$ 886,593	$ 283,842
ZProcis Solutions Inc.	IBM Maximo® Maintenance Software and Technical Support Services	$ 122,964	$ 95,216
	TOTAL	**$ 16,573,333**	**$ 7,884,684**

Contractor	Scope	FY 26/27 Encumbered	FY 26/27 Actuals

FREIGHT RAIL

Contractor	Scope	FY 26/27 Encumbered	FY 26/27 Actuals
American Rail Engineers Corporation DBA Airshark	Railroad Bridge Inspections, Bridge Engineering, and Related Services	$ 30,000	$ -
Dida, Inc. dba Wine Country Sanitary	Portable Restroom Rental and Service for Freight Depot	$ 1,575	$ 984
Fire Safety Supply, Inc.	Fire Extinguisher Inspection, Maintenance, and Certification Services	$ 285	$ -
Freight Tracking Software	Railcar Transportation Application Software and Support	$ 6,000	$ 1,618
GATX Rail Locomotive Group, LLC	Lease of Freight Locomotive 1501	$ 55,268	$ 23,167
Hue & Cry, Inc	Alarm Monitoring and Notification Services at Freight Depot	$ 1,000	$ 497
Lambertus J Verstegen DBA South West Locomotive Repair	As-Needed Freight Locomotive Maintenance and Repair Services	$ 13,052	$ 13,052
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	$ 44,675
Summit Signal, Inc.	Emergency Call-Out Maintenance Services for Signal Equipment	$ 2,465	$ 2,465
Western States Oil Company	Supply and Delivery of Fuel & Diesel Exhaust Fluid (Primary Designation)	$ 64,000	$ 20,752
WEX Bank	Non-Revenue Vehicle Fuel Card Payment Services	$ 18,800	$ 9,812
	TOTAL	**$ 383,854**	**$ 141,821**

Actuals-To-Date include invoices that have been matched to a Purchase Order but may not have been paid as of 9/30/2026

AGENDA ITEM 06c

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

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Sonoma County Board of Supervisors

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Marin County Council of Mayors and Councilmembers

David Rabbitt
Sonoma County Board of Supervisors

GENERAL MANAGER
Eddy Cumins

November 18, 2026

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

SUBJECT: Authorize the General Manager to Award Contract No. IT-PS-26-005 to Consultadd Inc. to perform Microsoft 365 Managed Services.

Dear Board Members:

RECOMMENDATIONS: Authorize the General Manager to Award Contract No. IT-PS-26-005 to Consultadd Inc. to perform Microsoft 365 Managed Services with a not-to-exceed amount of $246,000 for the initial three-year term and $172,123.52 for the two (2) one-year optional terms thereafter at SMART's discretion.

SUMMARY:
The Microsoft 365 software suite includes user facing systems such as SharePoint, OneDrive, Teams, and many other Microsoft applications such as Word, Excel, PowerPoint, and Outlook. Other systems in this suite include SMART's device management, backup, and security systems. These programs are part of SMART's critical business infrastructure providing a shared collaboration workplace, document management, file storage, and process control. Microsoft 365 provides staff with the office software necessary to conduct daily business. Maintaining and ensuring these software applications are functioning properly is critical to SMART's daily operations.

SMART contracts with a third-party consultant to perform monthly managed maintenance services and to provide on-call technical support to ensure these software applications are updated, secure, and always available to SMART staff. SMART's existing third-party contract expires December 31, 2026. In anticipation of the contract expiration, SMART issued a Request for Proposal to procure the next five-year contract under Solicitation No. IT-PS-26-005.

SMART issued the Request for Proposals on August 26, 2026. This solicitation was widely advertised, and a Pre-Proposal Conference was held on September 2, 2026. SMART received a total of 17 responsive proposals. The responsive proposals were received from the following firms:

Amick Brown LLC	Consultadd Inc.	Query Minds LLC
AYPUMPIN LLC	Cornerstone Technologies	TENGER WAYS LLC
BuzzClan, LLC	CU Technology	Triden Group Corporation
Cloud Destinations Inc	CYBERGARDE	TrnDigital
Cloud Recipe	Global Solutions Group, Inc	Vitosha Inc
Communication Square LLC	Golden Five LLC	

SMART's evaluation committee reviewed each responsive proposal using the evaluation criteria identified in the Request for Proposal. The evaluation criteria included: Service Approach, Demonstrated History of Performing Similar Work, Key Personnel Qualifications, and Pricing. After a detailed review and scoring of all 17 proposals, a competitive range was established for the top three scored proposals (Consultadd Inc., Global Solution Group, Inc., and Golden Five LLC). Interviews were conducted with these top scoring firms. Following interviews, SMART requested Best and Final Offers (BAFOs) to the three top scoring proposers.

After all interviews were completed, and the BAFOs were received, the Evaluation Committee made final scoring adjustments based on all information received. The Evaluation Committee made the determination that Consultadd, Inc. had the highest scoring proposal and provides the best value overall to SMART. The Evaluation Committee is recommending Consultadd, Inc. for the award.

Staff recommends authorizing the General Manager to Award Contract No. IT-PS-26-005 to Consultadd, Inc. to perform Microsoft Office 365 Managed Services with a not-to exceed amount of $246,000 for the initial three-year term and $172,123.52 for the two (2) one-year optional terms thereafter at which will be optioned in at SMART's discretion.

FISCAL IMPACT: Funding is included in the approved Fiscal Year 2026-27 budget and assumed in subsequent years.

Respectfully,

/s/
Bryan Crowley
Information Systems Manager

Attachment: 1.) Agreement No. IT-PS-26-005

AGREEMENT FOR CONSULTANT SERVICES

This agreement ("Agreement"), dated as of November 18, 2026 ("Effective Date") is by and between the Sonoma-Marin Area Rail Transit District (hereinafter "SMART"), and Consultadd, Inc. (hereinafter "Consultant").

R E C I T A L S

WHEREAS, Consultant represents that it is duly qualified and experienced in the areas of Microsoft 365 managed services and related services; and

WHEREAS, in the judgment of the Board of Directors of SMART or District, it is necessary and desirable to employ the services of Consultant for Microsoft 365 managed services; and

NOW, THEREFORE, in consideration of the foregoing recitals and the mutual covenants contained herein, the parties hereto agree as follows:

A G R E E M E N T

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 A: Scope of Work & Timeline

(b) Exhibit B: Schedule of Rates

ARTICLE 3. REQUEST FOR SERVICES.

Section 3.01 Initiation Conference. SMART's Information Systems Manager or designee (hereinafter "SMART Manager") will initiate all requests for services through an Initiation Conference, which may be in person, by telephone, or by email.

Section 3.02 Amount of Work. SMART does not guarantee a minimum or maximum amount of work under this Agreement.

ARTICLE 4. SCOPE OF SERVICES.

Section 4.01 Scope of Work. Consultant shall perform services within the

timeframe outlined in **Exhibit A** (cumulatively referred to as the "Scope of Work").

Section 4.02 Cooperation With SMART. Consultant shall cooperate with the SMART Manager in the performance of all work hereunder.

Section 4.03 Performance Standard. Consultant shall perform all work hereunder in a manner consistent with the level of competency and standard of care normally observed by a person practicing in Consultant's profession. If SMART determines that any of Consultant's work is not in accordance with such level of competency and standard of care, SMART, in its sole discretion, shall have the right to do any or all of the following: (a) require Consultant to meet with SMART to review the quality of the work and resolve matters of concern; (b) require Consultant to repeat the work at no additional charge until it is satisfactory; (c) terminate this Agreement pursuant to the provisions of Article 7; or (d) pursue any and all other remedies at law or in equity.

Section 4.04 Assigned Personnel.

(a) Consultant shall assign only competent personnel to perform work hereunder. In the event that at any time SMART, in its sole discretion, desires the removal of any person or persons assigned by Consultant to perform work hereunder, Consultant shall remove such person or persons immediately upon receiving written notice from SMART.

(b) Any and all persons identified in this Agreement or any exhibit hereto as the project manager, project team, or other professional performing work hereunder on behalf of the Consultant are deemed by SMART to be key personnel whose services were a material inducement to SMART to enter into this Agreement, and without whose services SMART would not have entered into this Agreement. Consultant shall not remove, replace, substitute, or otherwise change any key personnel without the prior written consent of SMART.

(c) In the event that any of Consultant's personnel assigned to perform services under this Agreement become unavailable due to resignation, sickness or other factors outside of Consultant's control, Consultant shall be responsible for timely provision of adequately qualified replacements.

(d) Consultant shall assign the following key personnel for the term of this Agreement: Bharat Bate, Sarah Karandy, Kushal Ojha.

ARTICLE 5. PAYMENT.

For all services required hereunder, Consultant shall be paid in accordance with the following terms:

Section 5.01 Consultant shall invoice SMART on a monthly basis, detailing the tasks performed pursuant to the Scope of Work requested by the SMART

Manager and the hours worked. SMART shall pay Consultant within 30 days after submission of the invoices. If invoices require correction, the 30-day payment period shall restart upon submission of the revised invoice.

Section 5.02 Consultant shall be paid in accordance with the rates established in **Exhibit B;** provided, however, that total payments to Consultant shall not exceed $246,000.00 without written amendment to this Agreement. Consultant shall submit its invoices in arrears on a monthly basis in a form approved by the Chief Financial Officer. The invoices shall show or include: (i) the task(s) performed and corresponding Task Order numbers; (ii) the fixed fee or the time in quarter hours and the hourly rate or rates of the persons performing the task(s) as required by Exhibit B; and (iv) copies of receipts for reimbursable materials/expenses, if any. All reimbursable expenses must comply with SMART's Travel Guidelines and must receive prior approval. Consultant's reimbursement for materials/expenses shall not include items already included in Consultant's overhead as may be billed as a part of its labor rates set forth in **Exhibit B.** SMART does not reimburse Consultant for travel time.

Section 5.03 Consultant agrees that 48 CFR Part 31, Contract Cost Principles and Procedures and 2 CFR Part 200 shall be used to determine the allowability of individual terms of cost. Any costs for which payment has been made to the Consultant that are determined by subsequential audit to be unallowable under 48 CFR Part 31 or 2 CFR Part 200 are subject to repayment by the Consultant to SMART.

Section 5.04 Consultant must submit all invoices on a timely basis, but no later than thirty (30) days from the date the services/charges were incurred. District shall not accept invoices submitted by Consultant after the end of such thirty (30) day period without District pre-approval. Time is of the essence with respect to submission of invoices and failure by Consultant to abide by these requirements may delay or prevent payment of invoices or cause such invoices to be returned to the Consultant unpaid.

ARTICLE 6. TERM OF AGREEMENT.

Section 6.01 The term of this Agreement shall remain in effect through December 31, 2029, with two (1) one-year options to extend at SMART's sole discretion, unless terminated earlier in accordance with the provisions of **Article 7** below.

ARTICLE 7. TERMINATION.

Section 7.01 Termination Without Cause. The District's obligation under this contract is contingent upon the availability of appropriated funds from which payment for contract purposes can be made. No legal liability on the part of the District for any payment may arise until funds are made available by the District for this contract and until the Contractor or Consultant receives notice of such availability, as such and notwithstanding any other provision of this Agreement, at any time and without cause, SMART shall have the right, at their sole discretion, to terminate this Agreement by giving 30 days written notice to the other party.

Section 7.02 Termination for Cause. Notwithstanding any other provision of this Agreement, should Consultant fail to perform any of its obligations hereunder, within the time and in the manner herein provided, or otherwise violate any of the terms of this Agreement, SMART may immediately terminate this Agreement by giving Consultant written notice of such termination, stating the reason for termination.

Section 7.03 Delivery of Work Product and Final Payment Upon Termination. In the event of termination by either party, Consultant, within 14 days following the date of termination, shall deliver to SMART all materials and work product subject to **Section 12.08** and shall submit to SMART an invoice showing the services performed, hours worked, and copies of receipts for reimbursable expenses up to the date of termination.

Section 7.04 Payment Upon Termination. Upon termination of this Agreement by SMART, Consultant shall be entitled to receive as full payment for all services satisfactorily rendered and expenses incurred hereunder, an amount which bears the same ratio to the total payment specified in the Agreement as the services satisfactorily rendered hereunder by Consultant bear to the total services otherwise required to be performed for such total payment; provided, however, that if services are to be paid on an hourly or daily basis, then Consultant shall be entitled to receive as full payment an amount equal to the number of hours or days actually worked prior to termination times the applicable hourly or daily rate; provided further that if SMART terminates the Agreement for cause pursuant to **Section 7.02**, SMART shall deduct from such amount the amount of damage, if any, sustained by SMART by virtue of the breach of the Agreement by Consultant.

Section 7.05 Authority to Terminate. The Board of Directors has the authority to terminate this Agreement on behalf of SMART. In addition, the General Manager, in consultation with SMART Counsel, shall have the authority to terminate this Agreement on behalf of SMART.

ARTICLE 8. INDEMNIFICATION

Consultant agrees to accept all responsibility for loss or damage to any person or entity, including SMART, and to indemnify, hold harmless, and release SMART, its officers, agents, and employees, from and against any actions, claims, damages, liabilities, disabilities, or expenses, that may be asserted by any person or entity, including Consultant, to the extent caused by the Consultant's negligence, recklessness or willful misconduct in its performance or obligations under this Agreement. Consultant agrees to provide a complete defense for any claim or action brought against SMART based upon a claim relating to Consultant's performance or obligations under this Agreement. Consultant's obligations under this Section 8 apply whether or not there is concurrent negligence on SMART's part, but to the extent required by law, excluding liability due to SMART's conduct. SMART shall have the right to select its legal counsel at Consultant's expense, subject to Consultant's approval, which shall not be unreasonably withheld. This indemnification obligation is not limited in any way by any

limitation on the amount or type of damages or compensation payable to or for Consultant or its agents under workers' compensation acts, disability benefits acts, or other employee benefit acts.

ARTICLE 9. INSURANCE.

With respect to performance of work under this Agreement, Consultant shall maintain and shall require all of its Subcontractors, Consultants, and other agents to maintain, insurance as described below. If the Consultant maintains broader coverage and/or higher limits than the minimums shown below, SMART requires and shall be entitled to the broader coverage and/or the higher limits maintained by the Consultant. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to SMART.

Section 9.01 Workers' Compensation 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.

Section 9.02 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 $1,000,000 per occurrence, and $2,000,000 aggregate.

Section 9.03 Automobile Insurance. Automobile Liability insurance covering bodily injury and property damage in an amount no less than $1,000,000 combined single limit for each occurrence. Said insurance shall include coverage for owned, hired, and non-owned vehicles.

Section 9.04 Professional Liability Insurance. Technology Professional Liability Errors and Omissions Insurance appropriate to the work hereunder, with limits not less than $2,000,000 per occurrence. Coverage shall be sufficiently broad to respond to the duties and obligations as is undertaken by Consultant in this agreement and shall include, but not be limited to, claims involving infringement of intellectual property, copyright, trademark, invasion of privacy violations, information theft, release of private information, extortion and network security. The policy shall provide coverage for breach response costs as well as regulatory fines and penalties as well as credit monitoring expenses with limits sufficient to respond to these obligations.

a. 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 Consultant. If not covered under the Consultant's liability policy, such "property" coverage of SMART may be endorsed onto the Consultant's Cyber Liability Policy as covered property as follows:

b. 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 Consultant.

c. The Insurance obligations under this agreement shall be the greater of 1—all the Insurance coverage and limits carried by or available to Consultant; 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 Consultant under this agreement.

Section 9.05 Endorsements. Prior to commencing work, Consultant 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, and employees shall be named as additional insured on all policies listed above, with the exception of the workers compensation insurance policy and the professional services liability policy (if applicable).

(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 which Consultant 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 Consultant. Said policy shall protect Consultant 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) Consultant hereby grants to SMART a waiver of any right to subrogation which any insurer of said Consultant may acquire against SMART by virtue of the payment of any loss under such insurance. Consultant 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. Such insurance company shall be authorized to transact business in the state of California.

SMART reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other circumstances.

Section 9.06 Deductibles and Retentions. Consultant shall be responsible for payment of any deductible or retention on Consultant's policies without right of contribution from SMART. Deductible and retention provisions shall not contain any restrictions as to how or by whom the deductible or retention is paid. Any deductible of retention provision limiting payment to the name insured is not acceptable.

Section 9.07 Claims Made Coverage. If any insurance specified above is written on a claims-made coverage form, Consultant shall:

(a) Ensure that the retroactive date is shown on the policy, and such date must be before the date of this Agreement or beginning of any work under this Agreement;

(b) Maintain and provide evidence of similar insurance for at least three (3) years following project 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 Agreement effective date, Consultant shall purchase "extending reporting" coverage for a minimum of three (3) years after completion of the work.

Section 9.08 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 shall be submitted prior to the execution of this Agreement. At SMART's request, Consultant shall provide certified copies of the policies that correspond to the policies listed on the Certificates of Insurance. Consultant agrees to maintain current Certificates of Insurance evidencing the above-required coverages and limits on file with SMART for the duration of this Agreement.

(b) Copies of properly executed endorsements required above for each policy. Said endorsement copies shall be submitted prior to the execution of this Agreement. Consultant agrees to maintain current endorsements evidencing the above-specified requirements on file with SMART for the duration of this Agreement.

(c) After the Agreement 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.

Please email all renewal certificates of insurance and corresponding policy documents to InsuranceRenewals@sonomamarintrain.org.

Section 9.09 Policy Obligations. Consultant's indemnity and other obligations shall not be limited by the foregoing insurance requirements.

Section 9.10 Material Breach. If Consultant, for any reason, fails to maintain insurance coverage, which is required pursuant to this Agreement, the same shall be deemed a material breach of this Agreement. SMART, in its sole option, may terminate this Agreement and obtain damages from Consultant resulting from said breach. Alternatively, SMART may purchase such required insurance coverage, and without further notice to Consultant, SMART may deduct from sums due to Consultant any premium costs advanced by SMART for such insurance. These remedies shall be in addition to any other remedies available to SMART.

Section 9.11 Notice of Cancellation. Each insurance policy required above shall provide that coverage shall not be cancelled, except with notice to SMART.

ARTICLE 10. PROSECUTION OF WORK.

When work is requested of Consultant by SMART, all due diligence shall be exercised and the work accomplished without undue delay, within the performance time specified in the Task Order. Performance of the services hereunder shall be completed within the time required herein, provided, however, that if the performance is delayed by earthquake, flood, or wildfire, the time for Consultant's performance of this Agreement shall be extended by a number of days equal to the number of days Consultant has been delayed.

ARTICLE 11. EXTRA OR CHANGED WORK.

Extra or changed work or other changes to the Agreement may be authorized only by written amendment to this Agreement, signed by both parties. Minor changes, which do not increase the amount paid under the Agreement, and which do not significantly change the scope of work or significantly lengthen time schedules may be executed by the SMART Manager in a form approved by SMART Counsel. The Board of Directors or General Manager must authorize all other extra or changed work. The parties expressly recognize that SMART personnel are without authorization to order extra or changed work or waive Agreement requirements. Failure of Consultant to secure such written authorization for extra or changed work shall constitute a waiver of any and all right to adjustment in the Agreement price or Agreement time due to such unauthorized work and thereafter Consultant shall be entitled to no compensation whatsoever for the performance of such work. Consultant further expressly waives any

and all right or remedy by way of restitution and quantum meruit for any and all extra work performed without such express and prior written authorization of SMART.

ARTICLE 12. REPRESENTATIONS OF CONSULTANT.

Section 12.01 Standard of Care. SMART has relied upon the professional ability and training of Consultant as a material inducement to enter into this Agreement. Consultant hereby agrees that all its work will be performed and that its operations shall be conducted in accordance with generally accepted and applicable professional practices and standards as well as the requirements of applicable federal, state and local laws, it being understood that acceptance of Consultant's work by SMART shall not operate as a waiver or release.

Section 12.02 Status of Consultant. The parties intend that Consultant, in performing the services specified herein, shall act as an independent Contractor and shall control the work and the manner in which it is performed. Consultant is not to be considered an agent or employee of SMART and is not entitled to participate in any pension plan, worker's compensation plan, insurance, bonus, or similar benefits SMART provides its employees. In the event SMART exercises its right to terminate this Agreement pursuant to **Article 7**, above, Consultant expressly agrees that it shall have no recourse or right of appeal under rules, regulations, ordinances, or laws applicable to employees.

Section 12.03 Taxes. Consultant agrees to file federal and state tax returns and pay all applicable taxes on amounts paid pursuant to this Agreement and shall be solely liable and responsible to pay such taxes and other obligations, including but not limited to state and federal income and FICA taxes. Consultant agrees to indemnify and hold SMART harmless from any liability which it may incur to the United States or to the State of California as a consequence of Consultant's failure to pay, when due, all such taxes and obligations. In case SMART is audited for compliance regarding any withholding or other applicable taxes, Consultant agrees to furnish SMART with proof of payment of taxes on these earnings.

Section 12.04 Records Maintenance. Consultant shall keep and maintain full and complete documentation and accounting records concerning all services performed that are compensable under this Agreement and shall make such documents and records available to SMART for inspection at any reasonable time. Consultant shall maintain such records for a period of four (4) years following completion of work hereunder. Consultant and Subconsultants shall permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

Section 12.05 Conflict of Interest. Consultant covenants that it presently has no interest and that it will not acquire any interest, direct or indirect, that represents a financial conflict of interest under state law or that would otherwise conflict in any

manner or degree with the performance of its services hereunder. Consultant further covenants that in the performance of this Agreement no person having any such interests shall be employed. In addition, if requested to do so by SMART, Consultant shall complete and file and shall require any other person doing work under this Agreement to complete and file a "Statement of Economic Interest" with SMART disclosing Consultant's or such other person's financial interests.

Section 12.06 Nondiscrimination. Consultant shall comply with all applicable federal, state, and local laws, rules, and regulations in regard to nondiscrimination in employment because of race, color, ancestry, national origin, religion, sex, marital status, age, medical condition (including cancer), pregnancy, physical disability (including HIV and AIDS), mental disability, denial of family care leave, sexual orientation or other prohibited basis, including without limitation, SMART's Non-Discrimination Policy. All nondiscrimination rules or regulations required by law to be included in this Agreement are incorporated herein by this reference. Consultant shall also comply with the provisions of the Fair Employment and Housing Act (California Government Code, Section 12900 et seq.) and applicable regulations promulgated thereunder (California Code of Regulations, Title 2, Section 11000 et seq).

Section 12.07 Assignment Of Rights. Consultant assigns to SMART all rights throughout the world in perpetuity in the nature of copyright, trademark, patent, right to ideas, in and to all versions of the plans and specifications and work product, if any, now or later prepared by Consultant in connection with this Agreement. Consultant agrees to take such actions as are necessary to protect the rights assigned to SMART in this Agreement, and to refrain from taking any action which would impair those rights. Consultant's responsibilities under this provision include, but are not limited to, placing proper notice of copyright on all versions of the plans and specifications as SMART may direct, and refraining from disclosing any versions of the plans and specifications to any third party without first obtaining written permission of SMART. Consultant shall not use or permit another to use the plans and specifications in connection with this or any other project without first obtaining written permission of SMART.

Section 12.08 Ownership And Disclosure Of Work Product. Any and all work product resulting from this Agreement is commissioned by SMART as a work for hire. SMART shall be considered, for all purposes, the author of the work product and shall have all rights of authorship to the work, including, but not limited to, the exclusive right to use, publish, reproduce, copy and make derivative use of, the work product or otherwise grant others limited rights to use the work product. To the extent Consultant incorporates into the work product any pre-existing work product owned by Consultant, Consultant hereby acknowledges and agrees that ownership of such work product shall be transferred to SMART. All reports, original drawings, graphics, plans, studies, and other data or documents ("documents"), in whatever form or format, assembled or prepared by Consultant and other agents in connection with this Agreement shall be the property of SMART. SMART shall be entitled to immediate possession of such documents upon completion of the work pursuant to this Agreement. Upon expiration or termination of this Agreement, Consultant shall promptly deliver to SMART all such

documents, which have not already been provided to SMART in such form or format, as SMART deems appropriate. Such documents shall be and will remain the property of SMART without restriction or limitation. Consultant may retain copies of the above-described documents but agrees not to disclose or discuss any information gathered, discovered, or generated in any way through this Agreement without the express written permission of SMART.

ARTICLE 13. DEMAND FOR ASSURANCE.

Each party to this Agreement undertakes the obligation that the other's expectation of receiving due performance will not be impaired. When reasonable grounds for insecurity arise with respect to the performance of either party, the other may in writing demand adequate assurance of due performance and until such assurance is received may, if commercially reasonable, suspend any performance for which the agreed return has not been received. "Commercially reasonable" includes not only the conduct of a party with respect to performance under this Agreement, but also conduct with respect to other agreements with parties to this Agreement or others. After receipt of a justified demand, failure to provide within a reasonable time, but not exceeding thirty (30) days, such assurance of due performance as is adequate under the circumstances of the particular case is a repudiation of this Agreement. Acceptance of any improper delivery, service, or payment does not prejudice the aggrieved party's right to demand adequate assurance of future performance. Nothing in this **Article 13** limits SMART's right to terminate this Agreement pursuant to **Article 7**.

ARTICLE 14. ASSIGNMENT AND DELEGATION.

Neither party hereto shall assign, delegate, sublet, or transfer any interest in or duty under this Agreement without the prior written consent of the other, and no such transfer shall be of any force or effect whatsoever unless and until the other party shall have so consented.

ARTICLE 15. METHOD AND PLACE OF GIVING NOTICE, SUBMITTING INVOICES AND MAKING PAYMENTS.

All notices, invoices, and payments shall be made in writing and shall be given by personal delivery, U.S. Mail or email. Notices, invoices, and payments shall be addressed as follows:

If to SMART Manager:

Sonoma-Marin Area Rail Transit District
Attn: Bryan Crowley
5401 Old Redwood Highway, Suite 200
Petaluma, CA 94954
bcrowley@sonomamarintrain.org

(717) 830-6160 (cell)
(707) 794-3083 (office)

If to SMART Billing:

Sonoma-Marin Area Rail Transit District
Attn: Accounts Payable
5401 Old Redwood Highway, Suite 200
Petaluma, CA 94954
billing@sonomamarintrain.org
707-794-3330

If to Consultant:

Consultadd, Inc.
Attn: Madhav Mitruka,
Senior Legal Associate
525 Washington Blvd., 3rd Floor
Jersey City, NJ 07310
legal@consultaddpublicservices.com
551-239-8612

When a notice, invoice or payment is given by a generally recognized overnight courier service, the notice, invoice or payment shall be deemed received on the next business day. When a copy of a notice, invoice or payment is sent by facsimile or email, the notice, invoice or payment shall be deemed received upon transmission as long as (1) the original copy of the notice, invoice or payment is promptly deposited in the U.S. mail and postmarked on the date of the facsimile or email (for a payment, on or before the due date), (2) the sender has a written confirmation of the facsimile transmission or email, and (3) the facsimile or email is transmitted before 5 p.m. (recipient's time). In all other instances, notices, invoices and payments shall be effective upon receipt by the recipient. Changes may be made in the names and addresses of the person to whom notices are to be given by giving notice pursuant to this paragraph.

ARTICLE 16. MISCELLANEOUS PROVISIONS.

Section 16.01 Use of Recycled Paper. SMART requires that all printing jobs produced under this Agreement be printed on recycled content papers. Recycled-content papers are defined as papers containing a minimum of 30 percent postconsumer fiber by weight. All papers used in the performance of a print job for SMART shall be recycled-content paper. The recycle logo or "chasing arrows" cannot be used on printed material unless the paper contains a minimum of 30 percent postconsumer material. If paper meets the 30 percent requirement, ask that the recycling logo be printed on the project.

Section 16.02 No Waiver of Breach. The waiver by SMART of any breach of any term or promise contained in this Agreement shall not be deemed to be a waiver of such term or provision or any subsequent breach of the same or any other term or promise contained in this Agreement.

Section 16.03 Construction. To the fullest extent allowed by law, the provisions of this Agreement shall be construed and given effect in a manner that avoids any violation of statute, ordinance, regulation, or law. The parties covenant and agree that in the event that any provision of this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remainder of the provisions hereof shall remain in full force and effect and shall in no way be affected, impaired, or invalidated thereby. Consultant and SMART acknowledge that they have each contributed to the making of this Agreement and that, in the event of a dispute over the interpretation of this Agreement, the language of the Agreement will not be construed against one party in favor of the other. Consultant and SMART acknowledge that they have each had an adequate opportunity to consult with counsel in the negotiation and preparation of this Agreement.

Section 16.04 Consent. Wherever in this Agreement the consent or approval of one party is required to an act of the other party, such consent or approval shall not be unreasonably withheld or delayed.

Section 16.05 Licensing Laws. The consultant and all subcontractors shall comply with the provisions of Chapter 9 Division 3 of the Business and Professions code concerning the licensing of contractors. All Contractors shall be licensed in accordance with the laws of the State of California and any Contractor not so licensed is subject to the penalties imposed by such laws. Prior to commencing any work under contract, all Contractors and subcontractors must show that they hold appropriate and current Contractor Licenses in the State of California. The Contractor shall provide such subcontractor information, including the class type, license, number, and expiration date to SMART.

Section 16.06 Drug-Free Workplace. Consultant certifies that it will provide a drug-free workplace in compliance with Government Code §8350-§8357.

Section 16.07 Relationships of the Parties: No Intended Third-Party Beneficiaries. The Parties do not intend by this Agreement to create a partnership, joint venture, joint enterprise, or any other business relationship. There is no third person or entity who is an intended third-party beneficiary under this Agreement. No incidental beneficiary, whatever relationship such person may have with the Parties, shall have any right to bring an action or suit, or to assert any claim against the Parties under this Agreement. Nothing contained in this Agreement shall be construed to create and the Parties do not intend to create any rights in third parties.

Section 16.08 Applicable Law and Forum. This Agreement shall be construed and interpreted according to the substantive law of California, regardless of the law of conflicts to the contrary in any jurisdiction. Venue for any action to enforce the terms of this Agreement or for the breach thereof shall be in the Superior Court of the State of California in the County of Marin.

Section 16.09 Use of SMART Name and Logo Restrictions. Consultant is

prohibited from using SMART's name and logo unless expressly authorized herein or by written authorization from SMART's legal counsel.

Section 16.10 Captions. The captions in this Agreement are solely for convenience of reference. They are not a part of this Agreement and shall have no effect on its construction or interpretation.

Section 16.11 Merger. This writing is intended both as the final expression of the Agreement between the parties hereto with respect to the included terms and as a complete and exclusive statement of the terms of the Agreement, pursuant to Code of Civil Procedure Section 1856. No modification of this Agreement shall be effective unless and until such modification is evidenced by a writing signed by both parties.

Section 16.12 Acceptance of Electronic Signatures and Counterparts. The parties agree that this Contract, Agreements ancillary to this Contract, and related documents to be entered into this Contract will be considered executed when all parties have signed this Agreement. Signatures delivered by scanned image as an attachment to electronic mail or delivered electronically through the use of programs such as DocuSign must be treated in all respects as having the same effect as an original signature. Each party further agrees that this Contract may be executed in two or more counterparts, all of which constitute one and the same instrument.

Section 16.13 Time of Essence. Time is and shall be of the essence of this Agreement and every provision hereof.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the Effective Date.

CONSULTANT: CONSULTADD, INC.

By: _____
Darshan Tiwari, CEO

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 A
SCOPE OF WORK & TIMELINE

I. Overview

The Sonoma-Marin Area Rail Transit District (SMART) is contracting with Consultadd, Inc. ("Consultant") to provide Microsoft Office 365 managed services.

A. Objectives:

1. Orderly onboarding of the managed services function from the existing Consultant with no interruption to SMART's operations that require Microsoft Office 365.
2. Maintain a good operating state of SMART's Microsoft systems through the provision of monthly managed services.
3. Perform additional on call services related to SMART's Microsoft systems as they arise.

B. Sensitive Security Information

Sensitive Security Information ("SSI") may be disclosed during the performance of work under this Agreement. The Consultant shall be required to sign SMART's Confidentiality and Non-Disclosure Agreement prior to the start of any work being performed under this Agreement.

C. Use of Artificial Intelligence (AI)

No AI tool shall be used on SMART data or systems without prior written approval from the SMART Manager. Built-in AI features in Consultant's service platform shall be disabled for SMART records.

II. Contract Management

All work shall be initiated, scheduled, and reviewed by SMART's Information Systems Manager or designee (hereinafter "SMART Manager").

Work will be initiated through the issuance of written task orders that will require both the SMART Manager and the Consultant's authorized signer to sign. The expectation is that Task Orders be signed within two business days of issuance or as soon as possible for work requiring critical issue response.

III. Scope of Work

1. Onboarding of Managed Services to Consultant.

A. Consultant shall perform a structured transition and knowledge transfer to ensure continuity of services with no disruption to SMART operations. Work will include the following:

   a. Develop a written transition plan within ten (10) business days of Task Order issuance which identifies all services, systems, dependencies, and stakeholders involved in the transition.

   b. Establish a transition timeline, milestones, and risk mitigation strategies.

   c. Coordinate transition activities with SMART staff and the current Consultant.

   d. Conduct structured knowledge transfer sessions with the current Consultant and SMART covering:

      i. Microsoft 365 environment, endpoint management, security controls and monitoring, backup and recovery systems and procedures.

      ii. Document all knowledge transfer sessions and validate completeness with the SMART Manager.

   e. Collect and review all existing documentation.

   f. Identify gaps, outdated information, or inconsistencies.

   g. Update and standardize documentation for ongoing operations.

   h. Coordinate secure transfer of all access credentials, including:
      i. Microsoft 365 tenant access (global admin, security roles, etc.)
      ii. Intune and endpoint management access.
      iii. Backup and recovery systems.
      iv. Validate access functionality and ensure least privilege principles are applied.

B. Timeline for Onboarding

Name	Description	Due Date
Transition plan	Detailed plan outlining the process needed to transfer service to Consultant	Task Order Execution + 10 Days

Knowledge Transfer Document	Confirmation that Consultant has received all required information needed to complete transition of service	SMART acceptance of Transition Plan + 20 Days
Transition Completion Report	Documentation that services have been 100% transferred to the care of Consultant.	Task Order Execution + 30 Days

2. Monthly Managed Services

A. Effective January 1, 2027, Consultant shall provide monthly managed services for SMART's Office 365 software identified in Table 1 below.

Table 1. List of SMART Owned Microsoft Systems

Category	**System**
Identity and Access	Microsoft Entra ID
Messaging	Exchange Online
Collaboration	SharePoint
Collaboration	OneDrive
Collaboration	Teams
Endpoint Management	Microsoft Intune
Backup/Recovery	System Center 2012 Data Protection Manager
Backup/Recovery	Veeam Backup
Backup/Recovery	Azure Blob Storage
Backup/Recovery	Azure Cloud Compute
Security	Microsoft Defender for Endpoint
Security	Microsoft Defender for Endpoint Server
Security	Microsoft Defender for Office 365
Office	Microsoft 365 E3
Office	Microsoft 365 E1
Office	Microsoft Universal Print

The scope of work for managed services will include the following:

A. Consultant shall perform monitoring, management, and support for the SMART **Entra ID** system. These tasks shall include, but are not limited, to the following:

   i. Daily monitoring of Entra ID status.
   ii. Troubleshooting assistance with DNS issues.
   iii. Weekly monitoring of Entra ID audit logs and alerts.
   iv. Consultant shall provide the SMART Manager with a weekly report via email on the tasks listed above.
   v. Twice per year, Consultant shall review the security configuration of SMART's Entra ID system against best practices and recommend any needed improvement.

B. Consultant shall perform monitoring, management, and support for the SMART **Exchange Online** email system hosted through Microsoft 365. These tasks shall include but are not limited to the following:

   i. Daily performance metrics of Exchange Server Online.
   ii. Daily monitoring of mail transport and tracking failure report.
   iii. Daily spam transaction monitoring.
   iv. Consultant shall provide the SMART Manager with a weekly report via email on the daily tasks listed above.
   v. Shared mailbox and user mailbox growth monitoring and analysis.
   vi. Consultant shall provide analysis and proactive troubleshooting based on Microsoft 365 Exchange email security reports.
   vii. Consultant shall provide message tracing as part of support and troubleshooting of email flow issues. Message tracing is completed through the Microsoft 365 Defender Admin Center.
   viii. Twice per year, Consultant shall review the security configuration of SMART's Exchange Online system against best practices and recommend any needed improvements.

C. Consultant shall perform monitoring, management, and support for the SMART Microsoft **Intune** system. Microsoft Intune is also commonly referred to as "Microsoft Endpoint Manager". These

tasks shall include, but are not limited, to the following:

i. Obtain Intune and Apple certificate renewal (certificate will be provided by SMART).
ii. Obtain Intune and Android certificate renewal (certificate will be provided by SMART).
iii. Create and manage Intune configuration profiles.
iv. Troubleshoot any existing Intune configuration issue.
v. Daily check and report compliance failures.

D. Consultant will perform daily monitoring of site health and usage of **SharePoint, OneDrive and Teams ("Collaboration Platforms")** and resolve any discovered issues in accordance with the Response Times for Issue Resolution.

i. Consultant shall provide a weekly report via email to the SMART Manager to include the results of diagnostic logging configuration, monitoring, and support alongside issues discovered and status of issue resolution.

ii. Consultant shall monitor and analyze the Collaboration Platforms storage usage and report when storage will reach full capacity. Consultant shall recommend the best allocation strategy to ensure that SharePoint Online space does not fill up too quickly.

a. Consultant shall advise SMART on the configuration of Collaboration Platforms Admin Centers and create rules for logging of failures.

b. Consultant will configure custom views per SMART'S requirements. Custom views will be reviewed and approved by the SMART Manager prior to deployment.

E. The SMART Manager may request additional reports, which may include, but are not limited to, the following:

i. Administrative Reports, e.g., search reports.
ii. Information Management Policy usage reports.
iii. SharePoint system and service health reports.
iv. Web Analytics reports that include website traffic.
v. SharePoint Search Query Reports.
vi. Custom Reports.

The details of each report will be determined at the time of SMART's request for the report. All reports will be reviewed and approved by the SMART Manager prior to deployment. Reports

shall be submitted in PDF format via email to the SMART Manager. All reports shall be provided to the SMART Manager within two weeks of SMART's request.

F. Twice per year, Consultant shall review the security configuration of SMART's Collaboration Platforms against best practices and recommend any needed improvements.

G. Upon the request of the SMART Manager, Consultant shall provide an annual review and assessment of **SMART's Microsoft 365 license structure** as compared to SMART's user base and actual usage. From this analysis, Consultant shall provide the following information to SMART in a report:

   i. Determine if there is a more advantageous license structure that SMART could be using to effect possible cost savings.
   ii. Given SMART's current license set, determine if there are existing features within Microsoft 365 that SMART should be using or taking advantage of.
   iii. Consultant shall make every effort to assist SMART in maximizing the value of its investment in Microsoft 365 licensing.

H. Consultant shall perform monitoring, management, and support for the **SMART data backup systems** including System Center 2012 Data Protection Manager, and Veeam Backup. These tasks shall include but are not limited to the following:

   i. Daily monitoring of backup activities.
   ii. Backup integrity testing.
   iii. Resolution of any backup issues discovered during daily monitoring or integrity testing.
   iv. Management of scheduled data backup activities.
   v. Provide comprehensive information about alerts and job statuses.
   vi. Weekly review of backup disc space, cloud storage, and overall storage health.

I. Upon the request of the SMART Manager, Consultant shall provide an annual review and assessment of SMART's Microsoft 365 license structure as compared to SMART's user base and actual usage. From this analysis, Consultant shall provide the following information to SMART in a report:

   i. Determine if SMART has the proper license configuration for the needs of the agency.

ii. Determine if there is a more advantageous license structure that could provide SMART with possible cost savings.
iii. Given SMART's current license set, determine if there are existing features within Microsoft 365 that SMART should be using or taking advantage of.
iv. Consultant shall make every effort to assist SMART in maximizing the value of its investment in Microsoft 365 licensing.

J. Response Times for Issue Resolution

i. Consultant shall monitor for issues 24 hours per day, 7 days per week.
ii. If an issue is discovered and can be resolved within 30 minutes, Consultant shall resolve the issue and report the issue and its resolution on the Weekly Report. Consultant is not required to contact the SMART Manager at the time of discovery.
iii. If an issue is discovered and remains unresolved for more than 30 minutes, Consultant shall immediately report the issue via email to SMART Manager. Consultant will cooperate with the SMART Manager to resolve the issue in a timely manner
iv. Issues may be discovered by either the Consultant's daily monitoring or by notification of the Consultant by the SMART Manager.
v. In cases where the SMART Manager notifies the Consultant of an issue, the Consultant shall acknowledge the notification within 1 hour of SMART contacting Consultant.
vi. Responses may be remote or in person as needed. Routine issues shall be resolved in 1 week. Urgent issues shall be resolved in two days. Critical issues shall be resolved in 4 hours.

Issue severity is defined as follows:

ROUTINE – low to medium visibility, minimal client devices affected, few functions impaired, preventative maintenance, minimal loss of functionality.

URGENT – moderate visibility, moderate to large numbers of users or devices affected, limited use of service, serious

slow response times, continual and/or repetitive failures, serious loss of functionality.

CRITICAL – high visibility, problem cannot be bypassed, major loss of functionality, large number of users or devices affected, no viable or productive work around available, affects online commitment.

K. Deliverables for Monthly Managed Services

Deliverable Name	**Due Date**
Identity and Access weekly report	Once per week at weekly meeting covering previous week.
Identity and Access Security Review report	Twice per year, with a minimum of 4 months between reports
Messaging Report	Once per week at weekly meeting covering previous week.
Messaging Security Review	Twice per year, with a minimum of 4 months between reports
Collaboration Platform weekly Report	Once per week at weekly meeting covering previous week.
Requested Collaboration platform Reports	Upon SMART Request
Collaboration platform Security review Report	Twice per year, with a minimum of 4 months between reports
Endpoint Management Weekly Summary Report	Once per week at weekly meeting covering previous week.
Backup/Recovery Weekly report	Once per week at weekly meeting covering previous week.
System Usage Assessment report	Upon SMART Request

3. On Call Support

A. Effective January 1, 2027, Consultant may be requested to perform additional services above those listed elsewhere in this scope of work.

The SMART Manager shall contact Consultant and provide a written request for services. This request will include a detailed scope of work and timeline for completion. Based on the scope and timeline, Consultant will produce a cost estimate for the work to be completed.

Consultant shall submit the cost estimate to the SMART Manager within 5 business days of SMART's request for services. The cost estimate must be written in accordance with the time and materials rates established in Exhibit B.

The SMART Manager shall review the pricing and decide whether to proceed as written, cancel, or modify the scope requirements. Any scope modifications will require the Consultant to produce revised pricing for review.

If SMART decides to proceed with the work, the SMART Manager will issue a written task order detailing the scope of work, timeline for completion, and the agreed not-to-exceed amount. The following services may be requested under this section:

i. Develop custom SharePoint solutions for SMART as business needs arise.
ii. Upgrade or reprogram to add new capabilities or functionality to supported products.
iii. Any additional work mutually agreed upon between SMART and Consultant.

IV. Acceptance Criteria

The SMART Manager shall review all work performed under this Agreement. Upon successful completion and acceptance of work, the SMART Manager shall provide written acceptance of the work and recommend submission of the invoice for review. If defective work is identified, Consultant shall replace defective work at no additional cost to SMART. Upon successful completion and acceptance of work, the SMART Manager shall provide written acceptance of the work and recommend submission of the invoice for review.

EXHIBIT B
SCHEDULE OF RATES

1. Onboarding and Transition

Description	Period	Fixed Fee
Onboarding and Transition of Managed Services	12/1/ 2026 – 12/31/2026	$5,999.00 (one-time fee)

2. Monthly Managed Services

Description	Period	Fixed Fee
Monthly Managed Services	1/1/2027 – 12/31/2029	$5,699.00 (monthly fee)

Rates shall be fixed for the initial three-year term of the Agreement. Upon completion of the initial three-year term, and prior to the commencement of each optional term of this Agreement, Consultant may, upon 60 days written notice to SMART, request an increase in the fee equal to the Consumer Price Index, San Francisco Area, as reported by the Bureau of Labor Statistics, U.S. Department of Labor, using the month of October for the most recent year. The maximum increase shall be 5%. If Consultant does not submit a request at least 60 days before the start of the succeeding Agreement year, Consultant waives any CPI increase for the optional term.

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3. On Call Support

Classification	Role	Hourly Rate
Project Manager	Planning and coordinating multi-week Task Orders	$90.00
Service Delivery Manager	Additional reporting, reviews, or coordination beyond the monthly scope	$95.00
Microsoft 365 Solutions Architect	Tenant-wide design changes and new service rollouts	$125.00
Security and Compliance Architect	Remediation from security reviews; incident response support	$125.00
Azure Cloud Architect	Azure design, migration, and storage tiering projects	$125.00
SharePoint Architect	Custom SharePoint solutions and information architecture	$125.00
SharePoint and Power Platform Developer	Building SharePoint solutions, forms, and Power Platform assistance	$95.00
Identity and Access Engineer (Entra ID)	Conditional Access redesign and identity projects	$95.00
Messaging Engineer (Exchange Online)	Mail flow, email security, and migration projects	$95.00
Endpoint Management Engineer (Intune)	Policy redesign, app packaging, certificate and token assistance	$95.00
Teams and Collaboration Engineer	Teams governance and collaboration projects	$85.00
Backup and Recovery Engineer (Veeam, DPM)	Data Protection Manager retirement and backup redesign	$85.00
Azure Cloud Engineer	Azure infrastructure changes and optimization	$105.00
Systems Administrator (Windows Server)	Server work on SMART's on-premises systems	$60.00
Microsoft 365 Administrator	Bulk administrative changes SMART chooses to delegate	$60.00
Technical Writer	Runbooks, user guides, and project documentation	$60.00
Onsite Field Technician (8 hour minimum)	Onsite work at SMART sites beyond included Critical incidents	$120.00

Work requested outside business hours (8:00 a.m. to 5:00 p.m. (Pacific), Monday through Friday) under an On Call Task Order is billed at 1.25 times the rates above. This premium never applies to after-hours support included in the Monthly Fixed Fee.

Rates shall be fixed for the initial three-year term of the Agreement. Upon completion of the initial three-year term, and prior to the commencement of each optional term of this Agreement, Consultant may, upon 60 days written notice to SMART, request an increase in the hourly rate equal to the Consumer Price Index, San Francisco Area, as reported by the Bureau of Labor Statistics, U.S. Department of Labor, using the month of October for the most recent year. The maximum increase shall be 5%. If Consultant does not submit a request at least 60 days before the start of the succeeding Agreement year, Consultant waives any CPI increase for the optional term.

AGENDA ITEM 06d

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

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Sonoma County Board of Supervisors

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Marin County Council of Mayors and Councilmembers

David Rabbitt
Sonoma County Board of Supervisors

GENERAL MANAGER
Eddy Cumins

November 18, 2026

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

SUBJECT: Authorize the General Manager to Award Agreement No. FN-PS-26-004 with Alliant Insurance Services, Inc. for Insurance Brokerage and Risk Management Services with a total not-to-exceed amount of $270,000 for the initial three-year term and $190,000 for the two (2) one-year optional terms thereafter.

Dear Board Members:

RECOMMENDATIONS: Authorize the General Manager to Award and execute Agreement No. FN-PS-26-004 with Alliant Insurance Services, Inc. (Alliant) for Insurance Brokerage and Risk Management services for the initial contract term and all option years, with a total not-to-exceed amount of $460,000. Alliant, as broker, acts as a procurement agent for SMART to place $4,384,475 in insurance coverage throughout the current fiscal year and similar amounts over the next four (4) years.

SUMMARY: SMART utilizes Alliant's insurance expertise to market SMART's insurance lines worldwide for the most advantageous coverages at the lowest price possible. SMART also utilizes Alliant's expertise for advising outside entities the appropriate coverage for work they are performing for and in behalf of SMART, or operating near SMART's assets. SMART's existing contract for this service is set to expire January 7, 2027.

SMART issued a Request for Proposals and solicited proposals for Insurance Brokerage and Risk Management Services and following a competitive evaluation process, the Evaluation Committee recommends award to Alliant.

BACKGROUND: SMART issued a Request for Proposals (RFP) for insurance brokerage and risk management consultation services under Solicitation No. FN-PS-26-004 on August 17, 2026. SMART received two responsive proposals by the proposal deadline of September 21, 2026.

An Evaluation Committee reviewed and evaluated all responsive proposals in accordance with the criteria established in the RFP, which included service approach, demonstrated history of performing similar work, key personnel qualifications, and pricing. The Evaluation Committee

determined that Alliant submitted the highest-scoring Proposal that provides the overall best value to SMART.

FISCAL IMPACT: Funding for this agreement is assumed in Fiscal Year 2027 and each subsequent fiscal year budget thereafter, subject to Board approval.

Sincerely,

/s/

Troy Bingham
Chief Financial Officer

Attachment: 1.) Alliant Insurance Services, Inc. Agreement No. FN-PS-26-004

AGREEMENT FOR CONSULTANT SERVICES

This agreement ("Agreement"), dated as of January 8, 2027 ("Effective Date") is by and between the Sonoma-Marin Area Rail Transit District (hereinafter "SMART"), and Alliant Insurance Services, Inc. (hereinafter "Consultant").

R E C I T A L S

WHEREAS, Consultant represents that it is duly qualified and experienced in the areas of insurance brokerage and risk management consultation services; and

WHEREAS, in the judgment of the Board of Directors of SMART or District, it is necessary and desirable to employ the services of Consultant to perform insurance brokerage and risk management consultation services; and

NOW, THEREFORE, in consideration of the foregoing recitals and the mutual covenants contained herein, the parties hereto agree as follows:

A G R E E M E N T

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 A: Scope of Work & Timeline

(b) Exhibit B: Schedule of Rates

(c) Exhibit C: FTA, DOT, & FEMA Requirements

ARTICLE 3. REQUEST FOR SERVICES.

Section 3.01 Initiation Conference. SMART's Chief Financial Officer or designee (hereinafter "SMART Manager") will initiate all requests for services through an Initiation Conference, which may be in person, by telephone, or by email.

Section 3.02 Amount of Work. SMART does not guarantee a minimum or maximum amount of work under this Agreement.

ARTICLE 4. SCOPE OF SERVICES.

Section 4.01 Scope of Work. Consultant shall perform services within the

timeframe outlined in **Exhibit A** (cumulatively referred to as the "Scope of Work").

Section 4.02 Cooperation With SMART. Consultant shall cooperate with the SMART Manager in the performance of all work hereunder.

Section 4.03 Performance Standard. Consultant shall perform all work hereunder in a manner consistent with the level of competency and standard of care normally observed by a person practicing in Consultant's profession. If SMART determines that any of Consultant's work is not in accordance with such level of competency and standard of care, SMART, in its sole discretion, shall have the right to do any or all of the following: (a) require Consultant to meet with SMART to review the quality of the work and resolve matters of concern; (b) require Consultant to repeat the work at no additional charge until it is satisfactory; (c) terminate this Agreement pursuant to the provisions of Article 7; or (d) pursue any and all other remedies at law or in equity.

Section 4.04 Assigned Personnel.

(a) Consultant shall assign only competent personnel to perform work hereunder. In the event that at any time SMART, in its sole discretion, desires the removal of any person or persons assigned by Consultant to perform work hereunder, Consultant shall remove such person or persons immediately upon receiving written notice from SMART.

(b) Any and all persons identified in this Agreement or any exhibit hereto as the project manager, project team, or other professional performing work hereunder on behalf of the Consultant are deemed by SMART to be key personnel whose services were a material inducement to SMART to enter into this Agreement, and without whose services SMART would not have entered into this Agreement. Consultant shall not remove, replace, substitute, or otherwise change any key personnel without the prior written consent of SMART.

(c) In the event that any of Consultant's personnel assigned to perform services under this Agreement become unavailable due to resignation, sickness or other factors outside of Consultant's control, Consultant shall be responsible for timely provision of adequately qualified replacements.

(d) Consultant shall assign the following key personnel for the term of this Agreement:

Seth Cole, Team Leader/Primary Account Manager
Dennis Mulqueeney, Peer Review
Karen Bartak, Liability Specialist
Brian White, Property Specialist
Linh Campero, Account Representative
Rachel Wrightson, Senior Casualty Claims Consultant

Robert Frey, National Claims Director/Property Claims
Elaine Tizon, Claims Advocate
Tim Leech, Safety and Loss Control Coordinator
Michele James-Godfrey, Cyber Broker
Lauren Onello, Environmental Liability

ARTICLE 5. PAYMENT.

For all services required hereunder, Consultant shall be paid in accordance with the following terms:

Section 5.01 Consultant shall invoice SMART on a quarterly basis, detailing the tasks performed pursuant to the Scope of Work requested by the SMART Manager. SMART shall pay Consultant within 30 days after submission of the invoices. If invoices require correction, the 30-day payment period shall restart upon submission of the revised invoice.

Section 5.02 Consultant shall be paid in accordance with the rates established in **Exhibit B;** provided, however, that total payments to Consultant shall not exceed $270,000.00, without written amendment to this Agreement. Consultant shall submit its invoices in arrears on a quarterly basis in a form approved by the Chief Financial Officer. The invoices shall show or include: (i) the task(s) performed; (ii) the corresponding rates for the tasks; (iii) for time and material tasks, the hourly rate or rates and the names and classifications of the persons performing the task(s); and (iv) copies of receipts for reimbursable materials/expenses, if any. All reimbursable expenses must comply with SMART's Travel Guidelines and must receive prior approval. Consultant's reimbursement for materials/expenses shall not include items already included in Consultant's overhead as may be billed as a part of its labor rates set forth in **Exhibit B.** SMART does not reimburse Consultant for travel time.

Section 5.03 Consultant agrees that 48 CFR Part 31, Contract Cost Principles and Procedures and 2 CFR Part 200 shall be used to determine the allowability of individual terms of cost. Any costs for which payment has been made to the Consultant that are determined by subsequential audit to be unallowable under 48 CFR Part 31 or 2 CFR Part 200 are subject to repayment by the Consultant to SMART.

Section 5.04 Consultant must submit all invoices on a timely basis, but no later than thirty (30) days from the date the services/charges were incurred. District shall not accept invoices submitted by Consultant after the end of such thirty (30) day period without District pre-approval. Time is of the essence with respect to submission of invoices and failure by Consultant to abide by these requirements may delay or prevent payment of invoices or cause such invoices to be returned to the Consultant unpaid.

Section 5.05 Fee Credit. During this Agreement, Consultant shall disclose in writing, any Commissions received by Consultant in connection with any insurance placements on behalf of SMART ("SMART Placements"). The Fees for the operative program year shall be reduced by the amount of any Commissions received

by Consultant for SMART Placements made during that year. In the event such Commissions, plus Fees pre-paid by SMART exceed the total Fee for the program year, Consultant shall reimburse SMART for the excess payment it made. Alternatively, at SMART's request, any excess Fee paid by SMART during a program year may be carried forward and applied against any future Fee due to Consultant by SMART during any subsequent periods that this Agreement is in effect. However, any commissions for Notary Bonds and Vendor/Contractor Liability Programs are not included in the annual Fee or compensation, as coverage is provided to third party individuals.

Section 5.06 Transparency and Disclosure. Throughout the duration of this Agreement, Consultant will disclose any commissions received by Consultant or any affiliated company in connection with any insurance placements on behalf of SMART with its quarterly invoice submission. Consultant will conduct business in conformance with all applicable insurance regulations and in advancement of the best interests of SMART. In addition, Consultant shall not accept any form of broker incentives that would result in business being placed with carriers in conflict with the interests of Consultant and/or SMART.

Section 5.07 Surplus Lines Fees and Taxes. In certain circumstances, the placement of insurance made by Consultant on behalf of SMART, with the prior approval of SMART, may require the payment of surplus lines assessments, taxes, and/or fees to state regulators, boards, and associations. Such assessments, taxes, and/or fees will be charged to SMART and identified separately on invoices covering these placements. SMART shall be responsible for all such assessments, taxes, and fees. Consultant shall not be responsible for the payment of any such fees, taxes, or assessments, except to the extent such fees, taxes or assessments have already been collected from SMART.

Section 5.08 Third Party Brokers. Throughout the duration of the Agreement, Consultant may determine that it is necessary or appropriate to utilize third-party brokers (such as surplus lines brokers, underwriting managers, London market brokers, and reinsurance brokers) to assist in marketing the SMART insurance Programs. Subject to the provisions herein, these third-party brokers may be affiliates of Consultant (e.g., other companies of Consultant that provide these services other than those included within the Scope of Work of this Agreement), or may be unrelated third-party brokers. Compensation to such third-party brokers will be paid by the insurance company out of paid insurance premiums. Any such compensation to affiliates shall be disclosed in writing to SMART and is agreed to by SMART as part of the premium.

Section 5.09 Indirect Income. "Indirect Income" includes such items as insurance carrier contingency arrangements. Consultant will not accept these compensation incentives from insurers, including contingent commissions, market service Agreements (MSA), volume-based commissions, incentives and rebates on business placed on behalf of SMART within the Scope of Work of this Agreement.

ARTICLE 6. TERM OF AGREEMENT.

Section 6.01 The term of this Agreement shall remain in effect through January 7, 2030, with two (2) one-year options to extend at SMART's sole discretion, unless terminated earlier in accordance with the provisions of **Article 7** below.

ARTICLE 7. TERMINATION.

Section 7.01 Termination Without Cause. The District's obligation under this contract is contingent upon the availability of appropriated funds from which payment for contract purposes can be made. No legal liability on the part of the District for any payment may arise until funds are made available by the District for this contract and until the Contractor or Consultant receives notice of such availability, as such and notwithstanding any other provision of this Agreement, at any time and without cause, SMART shall have the right, at their sole discretion, to terminate this Agreement by giving 30 days written notice to the other party.

Section 7.02 Termination for Cause. Notwithstanding any other provision of this Agreement, should Consultant fail to perform any of its obligations hereunder, within the time and in the manner herein provided, or otherwise violate any of the terms of this Agreement, SMART may immediately terminate this Agreement by giving Consultant written notice of such termination, stating the reason for termination.

Section 7.03 Delivery of Work Product and Final Payment Upon Termination. In the event of termination by either party, Consultant, within 14 days following the date of termination, shall deliver to SMART all materials and work product subject to **Section 12.08** and shall submit to SMART an invoice showing the services performed, hours worked, and copies of receipts for reimbursable expenses up to the date of termination.

Section 7.04 Payment Upon Termination. Upon termination of this Agreement by SMART, Consultant shall be entitled to receive as full payment for all services satisfactorily rendered and expenses incurred hereunder, an amount which bears the same ratio to the total payment specified in the Agreement as the services satisfactorily rendered hereunder by Consultant bear to the total services otherwise required to be performed for such total payment; provided, however, that if services are to be paid on an hourly or daily basis, then Consultant shall be entitled to receive as full payment an amount equal to the number of hours or days actually worked prior to termination times the applicable hourly or daily rate; provided further that if SMART terminates the Agreement for cause pursuant to **Section 7.02**, SMART shall deduct from such amount the amount of damage, if any, sustained by SMART by virtue of the breach of the Agreement by Consultant.

Section 7.05 Authority to Terminate. The Board of Directors has the authority to terminate this Agreement on behalf of SMART. In addition, the General Manager, in consultation with SMART Counsel, shall have the authority to terminate this Agreement on behalf of SMART.

ARTICLE 8. INDEMNIFICATION

Consultant agrees to accept all responsibility for loss or damage to any person or entity, including SMART, and to indemnify, hold harmless, and release SMART, its officers, agents, and employees, from and against any actions, claims, damages, liabilities, disabilities, or expenses, that may be asserted by any person or entity, including Consultant, to the extent caused by the Consultant's negligence, recklessness or willful misconduct in its performance or obligations under this Agreement. Consultant agrees to provide a complete defense for any claim or action brought against SMART based upon a claim relating to Consultant's performance or obligations under this Agreement. Consultant's obligations under this Section 8 apply whether or not there is concurrent negligence on SMART's part, but to the extent required by law, excluding liability due to SMART's conduct. SMART shall have the right to select its legal counsel at Consultant's expense, subject to Consultant's approval, which shall not be unreasonably withheld. This indemnification obligation is not limited in any way by any limitation on the amount or type of damages or compensation payable to or for Consultant or its agents under workers' compensation acts, disability benefits acts, or other employee benefit acts.

ARTICLE 9. INSURANCE.

With respect to performance of work under this Agreement, Consultant shall maintain and shall require all of its Subcontractors, Consultants, and other agents to maintain, insurance as described below. If the Consultant maintains broader coverage and/or higher limits than the minimums shown below, SMART requires and shall be entitled to the broader coverage and/or the higher limits maintained by the Consultant. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to SMART.

Section 9.01 Workers' Compensation 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.

Section 9.02 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 $2,000,000 per occurrence, and $4,000,000 aggregate.

Section 9.03 Automobile Insurance. Automobile Liability insurance covering bodily injury and property damage in an amount no less than $2,000,000 combined single limit for each occurrence. Said insurance shall include coverage for owned, hired, and non-owned vehicles.

Section 9.04 Professional Liability Insurance (Errors and Omissions). Professional Liability insurance with limit no less than $2,000,000 per occurrence or claim.

Section 9.05 Endorsements. Prior to commencing work, Consultant 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, and employees shall be named as additional insured on all policies listed above, with the exception of the workers compensation insurance policy and the professional services liability policy (if applicable).

(b) Except Professional Liability, 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 which Consultant 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 Consultant. Said policy shall protect Consultant 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) Except Professional Liability, Consultant hereby grants to SMART a waiver of any right to subrogation which any insurer of said Consultant may acquire against SMART by virtue of the payment of any loss under such insurance. Consultant 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. Such insurance company shall be authorized to transact business in the state of California.

SMART reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other circumstances.

Section 9.06 Deductibles and Retentions. Consultant shall be responsible for payment of any deductible or retention on Consultant's policies without right of contribution from SMART. Deductible and retention provisions shall not contain any restrictions as to how or by whom the deductible or retention is paid. Any deductible of retention provision limiting payment to the name insured is not acceptable.

Section 9.07 Claims Made Coverage. If any insurance specified above is written on a claims-made coverage form, Consultant shall:

(a) Ensure that the retroactive date is shown on the policy, and such date must be before the date of this Agreement or beginning of any work under this Agreement;

(b) Maintain and provide evidence of similar insurance for at least three (3) years following project 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 Agreement effective date, Consultant shall purchase "extending reporting" coverage for a minimum of three (3) years after completion of the work.

Section 9.08 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 shall be submitted prior to the execution of this Agreement. Consultant agrees to maintain current Certificates of Insurance evidencing the above-required coverages and limits on file with SMART for the duration of this Agreement.

(b) Copies of properly executed endorsements required above for each policy. Said endorsement copies shall be submitted prior to the execution of this Agreement. Consultant agrees to maintain current endorsements evidencing the above-specified requirements on file with SMART for the duration of this Agreement.

(c) After the Agreement 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.

Please email all renewal certificates of insurance and corresponding policy documents to InsuranceRenewals@sonomamarintrain.org.

Section 9.09 Policy Obligations. Consultant's indemnity and other obligations shall not be limited by the foregoing insurance requirements.

Section 9.10 Material Breach. If Consultant, for any reason, fails to maintain insurance coverage, which is required pursuant to this Agreement, the same shall be deemed a material breach of this Agreement. SMART, in its sole option, may terminate this Agreement and obtain damages from Consultant resulting from said breach. Alternatively, SMART may purchase such required insurance coverage, and without further notice to Consultant, SMART may deduct from sums due to Consultant any premium costs advanced by SMART for such insurance. These remedies shall be in addition to any other remedies available to SMART.

Section 9.11 Notice of Cancellation. Each insurance policy required

above shall provide that coverage shall not be cancelled, except with notice to SMART.

ARTICLE 10. PROSECUTION OF WORK.

When work is requested of Consultant by SMART, all due diligence shall be exercised and the work accomplished without undue delay, within the performance time specified in the Task Order. Performance of the services hereunder shall be completed within the time required herein, provided, however, that if the performance is delayed by earthquake, flood, or wildfire, the time for Consultant's performance of this Agreement shall be extended by a number of days equal to the number of days Consultant has been delayed.

ARTICLE 11. EXTRA OR CHANGED WORK.

Extra or changed work or other changes to the Agreement may be authorized only by written amendment to this Agreement, signed by both parties. Minor changes, which do not increase the amount paid under the Agreement, and which do not significantly change the scope of work or significantly lengthen time schedules may be executed by the SMART Manager in a form approved by SMART Counsel. The Board of Directors or General Manager must authorize all other extra or changed work. The parties expressly recognize that SMART personnel are without authorization to order extra or changed work or waive Agreement requirements. Failure of Consultant to secure such written authorization for extra or changed work shall constitute a waiver of any and all right to adjustment in the Agreement price or Agreement time due to such unauthorized work and thereafter Consultant shall be entitled to no compensation whatsoever for the performance of such work. Consultant further expressly waives any and all right or remedy by way of restitution and quantum meruit for any and all extra work performed without such express and prior written authorization of SMART.

ARTICLE 12. REPRESENTATIONS OF CONSULTANT.

Section 12.01 Standard of Care. SMART has relied upon the professional ability and training of Consultant as a material inducement to enter into this Agreement. Consultant hereby agrees that all its work will be performed and that its operations shall be conducted in accordance with generally accepted and applicable professional practices and standards as well as the requirements of applicable federal, state and local laws, it being understood that acceptance of Consultant's work by SMART shall not operate as a waiver or release.

Section 12.02 Status of Consultant. The parties intend that Consultant, in performing the services specified herein, shall act as an independent Contractor and shall control the work and the manner in which it is performed. Consultant is not to be considered an agent or employee of SMART and is not entitled to participate in any pension plan, worker's compensation plan, insurance, bonus, or similar benefits SMART provides its employees. In the event SMART exercises its right to terminate this Agreement pursuant to **Article 7**, above, Consultant expressly agrees that it shall have no recourse or right of appeal under rules, regulations, ordinances, or laws applicable to

employees.

Section 12.03 Taxes. Consultant agrees to file federal and state tax returns and pay all applicable taxes on amounts paid pursuant to this Agreement and shall be solely liable and responsible to pay such taxes and other obligations, including but not limited to state and federal income and FICA taxes. Consultant agrees to indemnify and hold SMART harmless from any liability which it may incur to the United States or to the State of California as a consequence of Consultant's failure to pay, when due, all such taxes and obligations. In case SMART is audited for compliance regarding any withholding or other applicable taxes, Consultant agrees to furnish SMART with proof of payment of taxes on these earnings.

Section 12.04 Records Maintenance. Consultant shall keep and maintain full and complete documentation and accounting records concerning all services performed that are compensable under this Agreement and shall make such documents and records available to SMART for inspection at any reasonable time. Consultant shall maintain such records for a period of four (4) years following completion of work hereunder. Consultant and Subconsultants shall permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

Section 12.05 Conflict of Interest. Consultant covenants that it presently has no interest and that it will not acquire any interest, direct or indirect, that represents a financial conflict of interest under state law or that would otherwise conflict in any manner or degree with the performance of its services hereunder. Consultant further covenants that in the performance of this Agreement no person having any such interests shall be employed. In addition, if requested to do so by SMART, Consultant shall complete and file and shall require any other person doing work under this Agreement to complete and file a "Statement of Economic Interest" with SMART disclosing Consultant's or such other person's financial interests.

Section 12.06 Nondiscrimination. Consultant shall comply with all applicable federal, state, and local laws, rules, and regulations in regard to nondiscrimination in employment because of race, color, ancestry, national origin, religion, sex, marital status, age, medical condition (including cancer), pregnancy, physical disability (including HIV and AIDS), mental disability, denial of family care leave, sexual orientation or other prohibited basis, including without limitation, SMART's Non-Discrimination Policy. All nondiscrimination rules or regulations required by law to be included in this Agreement are incorporated herein by this reference. Consultant shall also comply with the provisions of the Fair Employment and Housing Act (California Government Code, Section 12900 et seq.) and applicable regulations promulgated thereunder (California Code of Regulations, Title 2, Section 11000 et seq).

Section 12.07 Assignment Of Rights. Consultant assigns to SMART all

rights throughout the world in perpetuity in the nature of copyright, trademark, patent, right to ideas, in and to all versions of the plans and specifications and work product, if any, now or later prepared by Consultant in connection with this Agreement. Consultant agrees to take such actions as are necessary to protect the rights assigned to SMART in this Agreement, and to refrain from taking any action which would impair those rights. Consultant's responsibilities under this provision include, but are not limited to, placing proper notice of copyright on all versions of the plans and specifications as SMART may direct, and refraining from disclosing any versions of the plans and specifications to any third party without first obtaining written permission of SMART. Consultant shall not use or permit another to use the plans and specifications in connection with this or any other project without first obtaining written permission of SMART.

Section 12.08 Ownership And Disclosure Of Work Product. Any and all work product resulting from this Agreement is commissioned by SMART as a work for hire. SMART shall be considered, for all purposes, the author of the work product and shall have all rights of authorship to the work, including, but not limited to, the exclusive right to use, publish, reproduce, copy and make derivative use of, the work product or otherwise grant others limited rights to use the work product. Notwithstanding the foregoing, SMART acknowledges that Consultant, in performing the services, may use patented and copyrighted materials, trade secrets, proprietary data, know-how, ideas, concepts, methodologies, practices, processes, procedures, techniques, and written materials of Consultant that existed prior to the commencement of the service, and SMART agrees that Consultant shall retain all right, title and interest in and to such items; provided, however, that Consultant hereby grants SMART a non-exclusive, non-assignable, perpetual, royalty-free license to use such items that are embedded in the work product and are required for SMART's own internal used of the work product. All reports, original drawings, graphics, plans, studies, and other data or documents ("documents"), in whatever form or format, assembled or prepared by Consultant and other agents in connection with this Agreement shall be the property of SMART. SMART shall be entitled to immediate possession of such documents upon completion of the work pursuant to this Agreement. Upon expiration or termination of this Agreement, Consultant shall promptly deliver to SMART all such documents, which have not already been provided to SMART in such form or format, as SMART deems appropriate. Such documents shall be and will remain the property of SMART without restriction or limitation. Consultant may retain copies of the above- described documents but agrees not to disclose or discuss any information gathered, discovered, or generated in any way through this Agreement without the express written permission of SMART.

ARTICLE 13. DEMAND FOR ASSURANCE.

Each party to this Agreement undertakes the obligation that the other's expectation of receiving due performance will not be impaired. When reasonable grounds for insecurity arise with respect to the performance of either party, the other may in writing demand adequate assurance of due performance and until such assurance is received may, if commercially reasonable, suspend any performance for

which the agreed return has not been received. "Commercially reasonable" includes not only the conduct of a party with respect to performance under this Agreement, but also conduct with respect to other agreements with parties to this Agreement or others. After receipt of a justified demand, failure to provide within a reasonable time, but not exceeding thirty (30) days, such assurance of due performance as is adequate under the circumstances of the particular case is a repudiation of this Agreement. Acceptance of any improper delivery, service, or payment does not prejudice the aggrieved party's right to demand adequate assurance of future performance. Nothing in this **Article 13** limits SMART's right to terminate this Agreement pursuant to **Article 7**.

ARTICLE 14. ASSIGNMENT AND DELEGATION.

Neither party hereto shall assign, delegate, sublet, or transfer any interest in or duty under this Agreement without the prior written consent of the other, and no such transfer shall be of any force or effect whatsoever unless and until the other party shall have so consented.

ARTICLE 15. METHOD AND PLACE OF GIVING NOTICE, SUBMITTING INVOICES AND MAKING PAYMENTS.

All notices, invoices, and payments shall be made in writing and shall be given by personal delivery, U.S. Mail or email. Notices, invoices, and payments shall be addressed as follows:

If to SMART Manager:	Sonoma-Marin Area Rail Transit District Attn: TBD 5401 Old Redwood Highway, Suite 200 Petaluma, CA 94954 *******@sonomamarintrain.org 707-794-3330
If to SMART Billing:	Sonoma-Marin Area Rail Transit District Attn: Accounts Payable 5401 Old Redwood Highway, Suite 200 Petaluma, CA 94954 billing@sonomamarintrain.org 707-794-3330
If to Consultant:	Alliant Insurance Services Attn: Dennis Mulqueeney 333 Bush Street, Suite 2550 San Francisco, CA 94104 415-403-1400

When a notice, invoice or payment is given by a generally recognized overnight

courier service, the notice, invoice or payment shall be deemed received on the next business day. When a copy of a notice, invoice or payment is sent by facsimile or email, the notice, invoice or payment shall be deemed received upon transmission as long as (1) the original copy of the notice, invoice or payment is promptly deposited in the U.S. mail and postmarked on the date of the facsimile or email (for a payment, on or before the due date), (2) the sender has a written confirmation of the facsimile transmission or email, and (3) the facsimile or email is transmitted before 5 p.m. (recipient's time). In all other instances, notices, invoices and payments shall be effective upon receipt by the recipient. Changes may be made in the names and addresses of the person to whom notices are to be given by giving notice pursuant to this paragraph.

ARTICLE 16. MISCELLANEOUS PROVISIONS.

Section 16.01 Use of Recycled Paper. SMART requires that all printing jobs produced under this Agreement be printed on recycled content papers. Recycled-content papers are defined as papers containing a minimum of 30 percent postconsumer fiber by weight. All papers used in the performance of a print job for SMART shall be recycled-content paper. The recycle logo or "chasing arrows" cannot be used on printed material unless the paper contains a minimum of 30 percent postconsumer material. If paper meets the 30 percent requirement, ask that the recycling logo be printed on the project.

Section 16.02 No Waiver of Breach. The waiver by SMART of any breach of any term or promise contained in this Agreement shall not be deemed to be a waiver of such term or provision or any subsequent breach of the same or any other term or promise contained in this Agreement.

Section 16.03 Construction. To the fullest extent allowed by law, the provisions of this Agreement shall be construed and given effect in a manner that avoids any violation of statute, ordinance, regulation, or law. The parties covenant and agree that in the event that any provision of this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remainder of the provisions hereof shall remain in full force and effect and shall in no way be affected, impaired, or invalidated thereby. Consultant and SMART acknowledge that they have each contributed to the making of this Agreement and that, in the event of a dispute over the interpretation of this Agreement, the language of the Agreement will not be construed against one party in favor of the other. Consultant and SMART acknowledge that they have each had an adequate opportunity to consult with counsel in the negotiation and preparation of this Agreement.

Section 16.04 Consent. Wherever in this Agreement the consent or approval of one party is required to an act of the other party, such consent or approval shall not be unreasonably withheld or delayed.

Section 16.05 Drug-Free Workplace. Consultant certifies that it will provide a drug-free workplace in compliance with Government Code §8350-§8357.

Section 16.06 Relationships of the Parties: No Intended Third-Party Beneficiaries. The Parties do not intend by this Agreement to create a partnership, joint venture, joint enterprise, or any other business relationship. There is no third person or entity who is an intended third-party beneficiary under this Agreement. No incidental beneficiary, whatever relationship such person may have with the Parties, shall have any right to bring an action or suit, or to assert any claim against the Parties under this Agreement. Nothing contained in this Agreement shall be construed to create and the Parties do not intend to create any rights in third parties.

Section 16.07 Applicable Law and Forum. This Agreement shall be construed and interpreted according to the substantive law of California, regardless of the law of conflicts to the contrary in any jurisdiction. Venue for any action to enforce the terms of this Agreement or for the breach thereof shall be in the Superior Court of the State of California in the County of Marin.

Section 16.08 Use of SMART Name and Logo Restrictions. Consultant is prohibited from using SMART's name and logo unless expressly authorized herein or by written authorization from SMART's legal counsel.

Section 16.09 Captions. The captions in this Agreement are solely for convenience of reference. They are not a part of this Agreement and shall have no effect on its construction or interpretation.

Section 16.10 Merger. This writing is intended both as the final expression of the Agreement between the parties hereto with respect to the included terms and as a complete and exclusive statement of the terms of the Agreement, pursuant to Code of Civil Procedure Section 1856. No modification of this Agreement shall be effective unless and until such modification is evidenced by a writing signed by both parties.

Section 16.11 Acceptance of Electronic Signatures and Counterparts. The parties agree that this Contract, Agreements ancillary to this Contract, and related documents to be entered into this Contract will be considered executed when all parties have signed this Agreement. Signatures delivered by scanned image as an attachment to electronic mail or delivered electronically through the use of programs such as DocuSign must be treated in all respects as having the same effect as an original signature. Each party further agrees that this Contract may be executed in two or more counterparts, all of which constitute one and the same instrument.

Section 16.12 Time of Essence. Time is and shall be of the essence of this Agreement and every provision hereof.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the Effective Date.

CONSULTANT: ALLIANT INSURANCE SERVICES, INC.

By: _____
Dennis Mulqueeney, Senior Vice President

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 A
SCOPE OF WORK & TIMELINE

I. Overview

The Sonoma-Marin Area Rail Transit District (SMART) is contracting with Alliant Insurance Services, Inc. to provide insurance brokerage and risk management consultation, advisory, and support services.

A. Objectives:

1. Ensure SMART maintains sufficient insurance coverage at all times for the entity's activities.
2. Minimize SMART's overall risk exposure with cost effective solutions.
3. Regularly review SMART's insurance program and risk tolerance profile based on current market conditions and SMART's changing needs.
4. Ensure SMART's third-party contracts have the appropriate levels of insurance coverage based on the risks associated with the services being provided.
5. Have an expert that can represent SMART's best interests and advocate for SMART on claims, including the review and filing of claims.

B. Sensitive Security Information

Sensitive Security Information ("SSI") may be disclosed during the performance of work under this Agreement. The Consultant shall be required to sign SMART's Confidentiality and Non-Disclosure Agreement prior to the start of any work being performed under this Agreement.

II. Contract Management

All work shall be initiated, scheduled, and reviewed by the Troy Bingham or designee (hereinafter "SMART Manager").

Work may be initiated in writing or by teleconference.

III. Scope of Work

The scope of work is split into two categories under this Agreement:

- Insurance Brokerage & Risk Management Consulting, Advisory, and

Support Services

- Additional Services

A. Insurance Brokerage & Risk Management Consulting, Advisory, and Support Services

Consultant shall perform the following work under this service:

a. Insurance Policy Renewals

1. Review insured values and limits and stay up to date on SMART operations, equipment, construction, and property.

2. Perform market research and outreach to an extensive global market, canvass the insurance market for appropriate carriers or re-insurers and submit proper submissions for new carriers in connection with contract renewals. Prepare specifications, obtain multiple quotes with multiple options for premiums and limits and secure proposals, negotiate coverage terms and rates, and analyze proposals for the District's various programs in connection with the annual renewal process.

3. Present a written proposal to the District outlining and recommending multiple options for renewals including a summary of the underwriters' quotes, underwriting process and industry ratings.

4. Negotiate annual renewal terms and conditions and develop the most favorable renewal program on behalf of SMART.

5. Develop renewal proposals in conformity with the time frame specified by SMART staff.

6. Attend meetings with SMART staff to discuss renewal packages, marketing reports, explanation of coverages, if required, loss histories, and answer questions and provide advice as needed during the renewal process.

7. Review and be responsible for the accuracy and correctness, prior to delivery, of excess re-insurance coverage documents, pricing policies, all changes and endorsements and policy forms. Obtain corrections/amendments from insurers as necessary.

8. Annually develop renewal specifications and summaries for the incumbent and potential new carriers and respond to insurers' questions after their review of the specifications with assistance from the District.

9. Bind renewal program with insurance carriers and obtain insurers' signatures.

10. Provide summary binder of the year's renewals to SMART in paper and electronic format.

b. Insurance Program Administration

1. Issue certificates of insurance within three (3) business days following the date of request, in order to meet SMART's needs, in accordance with the standards and specifications set by SMART.

2. Provide assistance to SMART's staff responsible for the District's insurance program. Transmit all correspondence, including invoices, with appropriate written explanations.

c. Claims

1. Advocate for and assist SMART, as necessary, with filing and providing notice of claims on assigned insurance programs.

2. Promptly notify SMART of any losses or accidents reported to Broker and work with internal or outside claims adjustors as necessary.

3. Represent the interests of SMART in policy interpretation and other negotiations with insurance carriers.

4. Review third party property damage claims with SMART and its attorneys, as required.

d. Risk Management Consultation

1. Proactively evaluate current insurance programs and limits to determine if current policies provide reasonable protection against various exposures and identify gaps in coverage.

2. Review alternative risk financing techniques including premiums, and self-insurance retention, and develop cost-savings recommendations and projections of potential savings in connection with the annual renewal process.

3. Review SMART's third-party contracts prior to solicitation or execution and recommend appropriate insurance policy requirements, limits, and endorsements based on the scope of work and services being provided relative to the risks associated with the performance of those services. Recommendations should balance risk mitigation to SMART and current vendor market

conditions. Provide risk consultation to SMART when insurance waivers, reduced limits, and reduced requirements are requested by vendors. Two (2) business day turnaround is required for these services to ensure no delays in SMART operations.

4. Provide ongoing review and advice to SMART staff on market trends and pricing.

5. Be available throughout the year to advise and assist SMART staff regarding coverage and other risk management issues, including interpretation and clarification of specific coverage issues, as requested.

6. Identify and analyze major risks of accidental casualty and property loss to which SMART is exposed, and advise SMART in developing loss control programs, as requested.

7. Proactively evaluate and assist SMART with review of freight rail risk including review of agreements and risks associated with freight assets and operations.

8. Provide SMART staff with access to newsletters, webinars and other training materials to educate SMART in areas of risk management and occupational health and safety

9. Management of process for the selection of a third-party claims administration firm as needed by SMART.

10. Collaborate and assist SMART with effectively tracking third-party vendor contract certificates of insurance and associated endorsements. Provide SMART with access to a tracking system, if available.

11. Provide training opportunities to SMART staff on risk mitigation trends and best practices.

[Additional Information To Come From Proposal]

B. Additional Services

Consultant shall perform the following work under this service:

[Additional Information To Come From Proposal]

IV. Acceptance Criteria

Upon successful completion and acceptance of work, the SMART Manager shall provide written acceptance of the work and recommend submission of the

invoice for review. If defective work is identified, Consultant shall replace defective work immediately and at no additional cost to SMART.

EXHIBIT B
SCHEDULE OF RATES

I. Insurance Brokerage & Risk Management Consulting, Advisory, and Support Fees

BASE TERM				
Contract Year	**Contract Period**	**Firm Fixed Fee Per Quarter (A)**	**Quantity per Year (B)**	**Total Annual Amount (A X B)**
Year 1	1/8/2027 – 1/7/2028	$22,500	X 4	$90,000
Year 2	1/8/2028 – 1/7/2029	$22,500	X 4	$90,000
Year 3	1/8/2029 – 1/7/2030	$22,500	X 4	$90,000

OPTIONAL TERM EXTENSIONS				
Contract Year	**Contract Period**	**Firm Fixed Fee Per Quarter (A)**	**Quantity per Year (B)**	**Total Annual Amount (A X B)**
Year 4	1/8/2030 – 1/7/2031	$23,750	X 4	$95,000
Year 5	1/8/2031 – 1/7/2032	$23,750	X 4	$95,000

General Notes:

- Fees shall be paid on a fixed price per quarter basis in arrears.

- The firm fixed fees per quarter includes all direct costs, travel expenses, and indirect costs associated with providing the services identified in the Exhibit A Scope of Work, unless specifically noted otherwise.

- During this Agreement there may be situations in which it is to the advantage of both broker and SMART to allow the receipt of commissions by the broker. Consultant shall disclose in writing, any Commissions received by Consultant in connection with any insurance placements on behalf of SMART ("SMART Placements").

The Fees for the operative program year shall be reduced by the amount of any Commissions received by Consultant for SMART Placements made during that year.

In the event such Commissions, plus fees pre-paid by SMART exceed the total Fee for the program year, Consultant shall reimburse SMART for the excess payment it made.

However, any commissions for Notary Bonds and Vendor/Contractor Liability Programs are not included in the annual Fee or compensation, as coverage is provided to third-party individuals.

II. Additional Services

SMART is also interested in Loss Control Services and Insurance Appraisal Services. These services are not included in the "Insurance Brokerage & Risk Management Consulting, Advisory, and Support Fees" and will be on a time and materials basis.

If you provide these services, please submit a rate sheet reflecting fully burdened hourly rate(s) in the same format as below:

Name/Classification	Fully Burdened Hourly Rate
Loss Control	$175 - $300

Note: The "Fully Burdened Hourly Rate" includes base hourly rate, overhead, and profit.

Materials

Materials shall be invoiced at cost with receipt documentation submitted with the invoice.

Travel

Travel costs may be reimbursable, if prior written approval has been given by the SMART Manager, and the travel costs are per SMART's current Travel Guidelines for Contractors, which is updated annually.

EXHIBIT C
FTA, DOT, & FEMA REQUIREMENTS

UNITED STATES DEPARTMENT OF TRANSPORTATION (DOT), FEDERAL TRANSIT ADMINISTRATION (FTA), CALIFORNIA DEPARTMENT OF TRANSPORTATION (DOT), AND FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) REQUIREMENTS

1. **General**.

In performance of its obligations pursuant to this Agreement or Purchase Order [Hereinafter "Agreement"], the Contractor, Seller, Service Provider, or Consultant [Hereinafter "Contractor"] agrees to comply with all applicable provisions of federal, state and local law, regulations, FTA and FEMA directives. The terms of the most recent amendment to any federal, state or local laws, regulations, FTA or FEMA directives, and amendments to the grant or cooperative agreement providing funding for this Agreement that may be subsequently adopted, are applicable to the Agreement to the maximum extent feasible, unless the FTA or FEMA provides otherwise in writing. The Federal or State regulations set forth in this Agreement to be observed in the performance of the Agreement are subject to change, and such changed requirements will apply to this Agreement as required. Contractor shall include in its subcontracts, and require its subcontractors of every tier to include in their respective subcontracts, provisions incorporating the requirements of this Attachment. Contractor's failure to comply with these requirements shall constitute a material breach of this Agreement and may result in the withholding of progress payments to the Contractor, in addition to other remedies.

It is the responsibility of the Contractor and its subcontractors to ensure that all clauses included in this Exhibit applicable to the work specified within the Agreement are adhered to by the Contractor and its subcontractors.

2. **Access To Records and Reports**.

Applicability: All Contracts

Contractor shall comply with the following requirements:

(a) Record Retention. Contractor will retain, and will require its subcontractors of all tiers to retain, complete and readily accessible records related in whole or in part to the contract, including, but not limited to, data, documents, reports, statistics, sub-Contracts, leases, subcontracts, arrangements, other third-party Contracts of any type, and supporting materials related to those records.

(b) Retention Period. The Contractor agrees to comply with the record retention requirements in accordance with 2 C.F.R. §200.333. The Contractor shall maintain all books, records, accounts and reports required under this

Contract for a period of at not less than three (3) years after the date of termination or expiration of this Contract, except in the event of litigation or settlement of claims arising from the performance of this Contract, in which case records shall be maintained until the disposition of all such litigation, appeals, claims or exceptions related thereto.

(c) Access to Records. The Contractor agrees to provide access to SMART, FTA, FEMA, and its contractors to inspect and audit records and information related to performance of this contract as reasonably may be required. Contractor shall also permit SMART, the Secretary of Transportation and the Comptroller General of the United States, or their authorized representatives, to inspect all project work, materials, payrolls, and other data, and to audit the books, records, and accounts of Contractor and its subcontractors pertaining to the Agreement. In accordance with 49 U.S.C. § 5325(g), Contractor shall require each subcontractor to permit SMART, the Secretary of Transportation and the Comptroller General of the United States, or their duly authorized representatives, to inspect all work, materials, payrolls, and other data and records involving that subcontractor agreement and to audit the books, records, and accounts involving that subcontractor agreement as it affects the Agreement.

(d) Access to the Site of Performance. The Contractor agrees to permit FTA, FEMA, and its contractors access to the sites of performance under this contract as reasonably may be required.

(e) State Audit, Inspection, Access to Records and Retention of Records Requirements. Contractor and its subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred costs by line item for the project. Contractor and its subcontractors' accounting systems shall conform to generally accepted accounting principles (GAAP) and all records shall provide a breakdown of total costs charged to the project, including properly executed payrolls, time records, invoices and vouchers as well as all accounting generated reports. Contractor and its subcontractors shall permit representatives of the State and State Auditor to inspect, examine, make excerpts or transcribe Contractor and its subcontractors' work, documents, papers, materials, payrolls, books, records, accounts, any and all data relevant to this Agreement at any reasonable time and to audit and verify statements, invoices or bills submitted by Contractor and its subcontractors pursuant to this Agreement, and shall provide copies thereof upon request and shall provide such assistance as may be reasonably required in the course of such audit or inspection.

The State, its representatives and the State Auditor further reserve the right to examine, inspect, make copies, or excerpts of all work, documents, papers, materials, payrolls, books and accounts, and data pertaining to this Agreement and to inspect and re-examine said work, documents, papers, materials, payrolls, books, records, accounts and data during the life of the Agreement and for the three (3) year period following the final payment under this Agreement, and Contractor and its subcontractors shall in no event dispose of, destroy, alter or mutilate said work, documents, papers, materials, payrolls, books, records,

accounts and data in any manner whatsoever for three (3) years after final payment under this Agreement and all pending matters are closed.

Any costs for which Contractors and its subcontractors have received payment that are determined by subsequent audit to be unallowable under the terms of this agreement may be required to be repaid to SMART by the Contractors and its subcontractors. Should Contractor and its subcontractors fail to reimburse money due SMART within 30 days of demand, or within such other period as may be agreed between the parties hereto, SMART is authorized to withhold future payments due Contractor and its subcontractors from any source.

The Contractor agrees that the Contract Cost Principles and Procedures at least as restrictive as 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31 *et seq.*, shall be used to determine the allowability of individual items of costs.

The Contractor agrees to comply with Federal procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

Any costs for which payments have been made to the Contractor, which are determined by subsequent audit to be unallowable under 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31 *et seq.*, or 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments, are subject to repayment by Contractor to SMART.

Any subcontract entered into as a result of this Agreement shall contain all the provisions of this section.

3. **Changes to Federal Requirements.**

Applicability: All Contracts

Contractor shall at all times comply with all applicable FTA and FEMA regulations, policies, procedures and directives, including without limitation those listed directly or by reference in the Master Agreement between the Sonoma-Marin Area Rail Transit District and FTA, or the Sonoma-Marin Area Rail Transit District and FEMA, as they may be amended or promulgated from time to time during the term of this contract. Contractor's failure to so comply shall constitute a material breach of this contract.

Applicable changes to those federal requirements will apply to each Third-Party Agreement and parties thereto at any tier.

4. Civil Rights.

Applicability: All Contracts

The following Federal Civil Rights laws and regulations apply to the Agreement:

1. **Federal Equal Employment Opportunity (EEO) Requirements**. These include, but are not limited to:

   a) Nondiscrimination in Federal Public Transportation Programs. 49 U.S.C. § 5332, covering projects, programs, and activities financed under 49 U.S.C. Chapter 53, prohibits discrimination on the basis of race, color, religion, national origin, sex (including sexual orientation and gender identity), disability, or age, and prohibits discrimination in employment or business opportunity.

   b) Prohibition against Employment Discrimination. Title VII of the Civil Rights Act of 1964, as amended, 42 U.S.C. § 2000e, and Executive Order No. 11246, “Equal Employment Opportunity,” September 24, 1965, as amended, prohibit discrimination in employment on the basis of race, color, religion, sex, or national origin.

2. **Nondiscrimination on the Basis of Sex**. Title IX of the Education Amendments of 1972, as amended, 20 U.S.C. § 1681 et seq. and implementing Federal regulations, “Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal 8 Financial Assistance,” 49 C.F.R. part 25 prohibit discrimination on the basis of sex.

3. **Nondiscrimination on the Basis of Age**. The “Age Discrimination Act of 1975,” as amended, 42 U.S.C. § 6101 et seq., and Department of Health and Human Services implementing regulations, “Nondiscrimination on the Basis of Age in Programs or Activities Receiving Federal Financial Assistance,” 45 C.F.R. part 90, prohibit discrimination by participants in federally assisted programs against individuals on the basis of age. The Age Discrimination in Employment Act (ADEA), 29 U.S.C. § 621 et seq., and Equal Employment Opportunity Commission (EEOC) implementing regulations, “Age Discrimination in Employment Act,” 29 C.F.R. part 1625, also prohibit employment discrimination against individuals age 40 and over on the basis of age.

4. **Federal Protections for Individuals with Disabilities**. The Americans with Disabilities Act of 1990, as amended (ADA), 42 U.S.C. § 12101 et seq., prohibits discrimination against qualified individuals with disabilities in programs, activities, and services, and imposes specific requirements on public and private entities. Third party contractors must comply with their responsibilities under Titles I, II, III, IV, and V of the ADA in employment, public services, public accommodations, telecommunications, and other provisions, many of which are subject to regulations issued by other Federal agencies.

Civil Rights and Equal Opportunity

The Sonoma-Marin Area Rail Transit District is an Equal Opportunity Employer. As such, SMART agrees to comply with all applicable Federal civil rights laws and implementing regulations. Apart from inconsistent requirements imposed by Federal laws or regulations, SMART agrees to comply with the requirements of 49 U.S.C. § 5323(h) (3) by not using any Federal assistance awarded by FTA or FEMA to support procurements using exclusionary or discriminatory specifications. Under this Contract, the Contractor shall at all times comply with the following requirements and shall include these requirements in each subcontract entered into as part thereof.

1. **Nondiscrimination**. In accordance with Federal transit law at 49 U.S.C. § 5332, the Contractor agrees that it will not discriminate against any employee or applicant for employment because of race, color, religion, national origin, sex, disability, or age. In addition, the Contractor agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.

2. **Race, Color, Religion, National Origin, Sex**. In accordance with Title VII of the Civil Rights Act, as amended, 42 U.S.C. § 2000e et seq., and Federal transit laws at 49 U.S.C. § 5332, the Contractor agrees to comply with all applicable equal employment opportunity requirements of U.S. Department of Labor (U.S. DOL) regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor," 41 C.F.R. chapter 60, and Executive Order No. 11246, "Equal Employment Opportunity in Federal Employment," September 24, 1965, 42 U.S.C. § 2000e note, as amended by any later Executive Order that amends or supersedes it, referenced in 42 U.S.C. § 2000e note. The Contractor agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, national origin, or sex (including sexual orientation and gender identity). Such action shall include, but not be limited to, the following: employment, promotion, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

3. **Age.** In accordance with the Age Discrimination in Employment Act, 29 U.S.C. §§ 621- 634, U.S. Equal Employment Opportunity Commission (U.S. EEOC) regulations, “Age Discrimination in Employment Act,” 29 C.F.R. part 1625, the Age Discrimination Act of 1975, as amended, 42 U.S.C. § 6101 et seq., U.S. Health and Human Services regulations, “Nondiscrimination on the Basis of Age in Programs or Activities Receiving Federal Financial Assistance,” 45 C.F.R. part 90, and Federal transit law at 49 U.S.C. § 5332, the Contractor agrees to refrain from discrimination against present and prospective employees for reason of age. In addition, the Contractor agrees to comply with any Implementing requirements FTA or FEMA may issue.

4. **Disabilities**. In accordance with section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794, the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. § 12101 et seq., the Architectural Barriers Act of 1968, as amended, 42 U.S.C. § 4151 et seq., and Federal transit law at 49 U.S.C. § 5332, the Contractor agrees that it will not discriminate against individuals on the basis of disability. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

5. **Promoting Free Speech and Religious Liberty**. The Contractor shall ensure that Federal funding is expended in full accordance with the U.S. Constitution, Federal Law, and statutory and public policy requirements: including, but not limited to, those protecting free speech, religious liberty, public welfare, the environment, and prohibiting discrimination.

The Contractor also agrees to include these requirements in each subcontract financed in whole or in part with Federal assistance provided by FTA or FEMA.

5. Clean Air Act and Federal Water Pollution Control Act

Applicability: All Contracts > $150,000

The Contractor agrees to comply with all applicable standards, orders, or regulations issued pursuant to the Clean Air Act (42 U.S.C. § 7401-7671q) and the Federal Water Pollution Control Act as amended (33 U.S.C. § 1251-1387). Violations must be reported to FTA, FEMA, and the Regional Office of the Environmental Protection Agency. The following applies for contracts of amounts in excess of $150,000:

Clean Air Act

a. The contractor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. § 7401 et seq.

b. The contractor agrees to report each violation to SMART and understands and agrees that SMART will, in turn, report each violation as required to assure notification to the Agency, Federal Emergency Management Agency, and the appropriate Environmental Protection Agency Regional Office.

c. The contractor agrees to include these requirements in each subcontract exceeding $150,000 financed in whole or in part with Federal assistance provided by FTA or FEMA.

Federal Water Pollution Control Act

(1) The contractor agrees to comply with all applicable standards, orders or

regulations issued pursuant to the Federal Water Pollution Control Act, as amended, 33 U.S.C. 1251 et seq.

(2) The contractor agrees to report each violation to SMART and understands and agrees that SMART will, in turn, report each violation as required to assure notification to the Agency, Federal Emergency Management Agency, and the appropriate Environmental Protection Agency Regional Office.

(3) The contractor agrees to include these requirements in each subcontract exceeding $150,000 financed in whole or in part with Federal assistance provided by FTA or FEMA.

6. **Debarment and Suspension**

Applicability: All Contracts > $25,000

The Contractor shall comply and facilitate compliance with U.S. DOT regulations, "Nonprocurement Suspension and Debarment," 2 C.F.R. part 1200, which adopts and supplements the U.S. Office of Management and Budget (U.S. OMB) "Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement)," 2 C.F.R. part 180. These provisions apply to each contract at any tier of $25,000 or more, and to each contract at any tier for a federally required audit (irrespective of the contract amount), and to each contract at any tier that must be approved by an FTA official irrespective of the contract amount. As such, the Contractor shall verify that its principals, affiliates, and subcontractors are eligible to participate in this federally funded contract and are not presently declared by any Federal department or agency to be:

i. Debarred from participation in any federally assisted Award;
ii. Suspended from participation in any federally assisted Award;
iii. Proposed for debarment from participation in any federally assisted Award;
iv. Declared ineligible to participate in any federally assisted Award;
v. Voluntarily excluded from participation in any federally assisted Award; or
vi. Disqualified from participation in ay federally assisted Award.

By signing the Agreement, the Contractor certifies as follows:

The certification in this clause is a material representation of fact relied upon by SMART. If it is later determined by SMART that the bidder or proposer knowingly rendered an erroneous certification, in addition to remedies available to SMART, the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment. The bidder or proposer agrees to comply with the requirements of 2 C.F.R. part 180, subpart C, as supplemented by 2 C.F.R. part 1200, while this offer is valid and throughout the period of any contract that may arise from this offer. The bidder or proposer further agrees to include a provision requiring such compliance in its lower tier covered transactions.

7. **Energy Conservation**.

Applicability: All Contracts

The Contractor agrees to comply with mandatory standards and policies relating to energy efficiency which are contained in the State energy conservation plan issued in compliance with the Energy Policy and Conservation Act. The Contractor agrees to perform an energy assessment for any building constructed, reconstructed, or modified with FTA or FEMA funds required under FTA regulations, "Requirements for Energy Assessments," 49 CFR part 622, subpart C or FEMA directives.

8. **Fly America.**

Applicability: All Contracts

a) Definitions. As used in this clause -

1) "International air transportation" means transportation by air between a place in the United States and a place outside the United States or between two places both of which are outside the United States.
2) "United States" means the 50 States, the District of Columbia, and outlying areas.
3) "U.S.-flag air carrier" means an air carrier holding a certificate under 49 U.S.C. Chapter 411.

b) When Federal funds are used to fund travel, Section 5 of the International Air Transportation Fair Competitive Practices Act of 1974 (49 U.S.C. 40118) (Fly America Act) requires contractors, SMART, and others to use U.S.-flag air carriers for U.S. Government-financed international air transportation of personnel (and their personal effects) or property, to the extent that service by those carriers is available. It requires the Comptroller General of the United States, in the absence of satisfactory proof of the necessity for foreign-flag air transportation, to disallow expenditures from funds, appropriated or otherwise established for the account of the United States, for international air transportation secured aboard a foreign-flag air carrier if a U.S.-flag air carrier is available to provide such services.

c) If available, the Contractor, in performing work under this contract, shall use U.S.-flag carriers for international air transportation of personnel (and their personal effects) or property.
d) In the event that the Contractor selects a carrier other than a U.S.-flag air carrier for international air transportation, the Contractor shall include a statement on vouchers involving such transportation essentially as follows:

<u>Statement of Unavailability of U.S.-Flag Air Carriers</u>
International air transportation of persons (and their personal effects) or property by U.S.-flag air carrier was not available or it was necessary to use foreign-flag air carrier service for the following reasons. See FAR § 47.403. [State reasons]:

e) Contractor shall include the substance of this clause, including this paragraph (e), in each subcontract.

9. **Incorporation of Federal Transit Administration (FTA) Terms**.

Applicability: All Contracts

The provisions within include, in part, certain Standard Terms and Conditions required under the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR § 200), whether or not expressly set forth in the preceding contract provisions. All contractual provisions required by DOT, detailed in 2 CFR § 200 or as amended by 2 CFR § 1201, or the most recent version of FTA Circular 4220.1 are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Contract. The Contractor shall not perform any act, fail to perform any act, or refuse to comply with any request which would cause a violation of the FTA terms and conditions.

10. No Obligation by the Federal Government.

Applicability: All Contracts

The Sonoma-Marin Area Rail Transit District (SMART) and Contractor acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying Contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this Contract and shall not be subject to any obligations or liabilities to the Recipient, Contractor or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying Contract. The Contractor agrees to include the above clause in each subcontract financed in whole or in part with Federal assistance provided by the FTA or FEMA. It is further agreed that the clause shall not be modified, except to identify the subcontractor who will be subject to its provisions.

11. Notice to FTA and U.S. DOT Inspector General of Information Related to Fraud, Waste, Abuse, or Other Legal Matters.

Applicability: All Contracts > $25,000

If a current or prospective legal matter that may affect the Federal Government emerges, the Contractor must promptly notify the FTA Chief Counsel and FTA Regional Counsel for the Region in which the SMART is located. The Contractor must include a similar notification requirement in its subagreements at every tier, for any agreement that is a “covered transaction” according to 2 C.F.R. §§

180.220 and 1200.220.

(1) The types of legal matters that require notification include, but are not limited to, a major dispute, breach, default, litigation, or naming the Federal Government as a party to litigation or a legal disagreement in any forum for any reason.

(2) Matters that may affect the Federal Government include, but are not limited to, the Federal Government's interests in the Award, the accompanying Underlying Agreement, and any Amendments thereto, or the Federal Government's administration or enforcement of federal laws, regulations, and requirements.

(3) SMART must promptly notify the U.S. DOT Inspector General in addition to the FTA Chief Counsel or Regional Counsel for the Region in which SMART is located, if SMART has knowledge of potential fraud, waste, or abuse occurring on a Project or Service receiving assistance from FTA. The notification provision applies if a person has or may have submitted a false claim under the False Claims Act, 31 U.S.C. § 3729 et seq., or has or may have committed a criminal or civil violation of law pertaining to such matters as fraud, conflict of interest, bribery, gratuity, or similar misconduct. This responsibility occurs whether the Project or Service is subject to this Agreement or another agreement between SMART and FTA, or an agreement involving a principal, officer, employee, agent, or Third Party Participant of SMART. It also applies to subcontractors at any tier. Knowledge, as used in this paragraph, includes, but is not limited to, knowledge of a criminal or civil investigation by a Federal, state, or local law enforcement or other investigative agency, a criminal indictment or civil complaint, or probable cause that could support a criminal indictment, or any other credible information in the possession of SMART.

12. Patent Rights and Rights in Data and Copyrights Requirements.

Applicability: All Research Project Contracts

Intellectual Property Rights

This Project is funded through a Federal award with FTA for experimental, developmental, or research work purposes. As such, certain Patent Rights and Data Rights apply to all subject data first produced in the performance of this Contract. The Contractor shall grant the Sonoma-Marin Area Rail Transit District intellectual property access and licenses deemed necessary for the work performed under this Contract and in accordance with the requirements of 37 C.F.R. part 401, "Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements," and any implementing regulations issued by FTA or U.S. DOT.

The terms of an intellectual property agreement and software license rights will be finalized prior to execution of this Contract and shall, at a minimum,

include the following restrictions:

Except for its own internal use, the Contractor may not publish or reproduce subject data in whole or in part, or in any manner or form, nor may the Contractor authorize others to do so, without the written consent of FTA, until such time as FTA may have either released or approved the release of such data to the public. This restriction on publication, however, does not apply to any contract with an academic institution.

For purposes of this Contract, the term “subject data” means recorded information whether or not copyrighted, and that is delivered or specified to be delivered as required by the Contract. Examples of “subject data” include, but are not limited to computer software, standards, specifications, engineering drawings and associated lists, process sheets, manuals, technical reports, catalog item identifications, and related information, but do not include financial reports, cost analyses, or other similar information used for performance or administration of the Contract.

1. The Federal Government reserves a royalty-free, non-exclusive and irrevocable license to reproduce, publish, or otherwise use, and to authorize others to use for “Federal Government Purposes,” any subject data or copyright described below. For “Federal Government Purposes,” means use only for the direct purposes of the Federal Government. Without the copyright owner’s consent, the Federal Government may not extend its Federal license to any other party.

    a. Any subject data developed under the Contract, whether or not a copyright has been obtained; and
    b. Any rights of copyright purchased by the Contractor using Federal assistance in whole or in part by the FTA.

2. Unless FTA determines otherwise, the Contractor performing experimental, developmental, or research work required as part of this Contract agrees to permit FTA to make available to the public, either FTA’s license in the copyright to any subject data developed in the course of the Contract, or a copy of the subject data first produced under the Contract for which a copyright has not been obtained. If the experimental, developmental, or research work, which is the subject of this Contract, is not completed for any reason whatsoever, all data developed under the Contract shall become subject data as defined herein and shall be delivered as the Federal Government may direct.

3. Unless prohibited by state law, upon request by the Federal Government, the Contractor agrees to indemnify, save, and hold harmless the Federal Government, its officers, agents, and employees acting within the scope of their official duties against any liability, including costs and expenses, resulting from any willful or intentional violation by the Contractor of proprietary rights, copyrights, or right of privacy, arising out of the publication, translation, reproduction,

delivery, use, or disposition of any data furnished under that contract. The Contractor shall be required to indemnify the Federal Government for any such liability arising out of the wrongful act of any employee, official, or agents of the Federal Government.

4. Nothing contained in this clause on rights in data shall imply a license to the Federal Government under any patent or be construed as affecting the scope of any license or other right otherwise granted to the Federal Government under any patent.

5. Data developed by the Contractor and financed entirely without using Federal assistance provided by the Federal Government that has been incorporated into work required by the underlying Contract is exempt from the requirements herein, provided that the Contractor identifies those data in writing at the time of delivery of the Contract work.

6. The Contractor agrees to include these requirements in each subcontract for experimental, developmental, or research work financed in whole or in part with Federal assistance.

13. **Program Fraud and False or Fraudulent Statements and Related Acts**

Applicability: All Contracts

The Contractor acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. § 3801 et seq. and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F.R. part 31, apply to its actions pertaining to this Project or Service. Upon execution of the underlying contract, the Contractor certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, it may make, or causes to be made, pertaining to the underlying contract or the FTA assisted project for which this contract work is being performed. In addition to other penalties that may be applicable, the Contractor further acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 on the Contractor to the extent the Federal Government deems appropriate.

The Contractor also acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification to the Federal Government under a contract connected with a project that is financed in whole or in part with Federal assistance originally awarded by FTA under the authority of 49 U.S.C. chapter 53, the Government reserves the right to impose the penalties of 18 U.S.C. § 1001 and 49 U.S.C. § 5323(l) on the Contractor, to the extent the Federal Government deems appropriate.
The Contractor agrees to include the above two clauses in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clauses shall not be modified, except to identify the subcontractor who will be subject to the provisions.

14. Prohibition on Certain Telecommunications and Video Surveillance Services or Equipment.

Applicability: All Contracts

a) SMART, Contractors, and Subcontractors are prohibited from obligating or expending loan or grant funds to:

1) Procure or obtain;
2) Extend or renew a contract to procure or obtain; or
3) Enter into a contract (or extend or renew a contract) to procure or obtain equipment, services, or systems that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system. As described in Public Law 115-232, section 889, covered telecommunications equipment is telecommunications equipment produced by Huawei Technologies Company or ZTE Corporation (or any subsidiary or affiliate of such entities).

(ii) For the purpose of public safety, security of government facilities, physical security surveillance of critical infrastructure, and other national security purposes, video surveillance and telecommunications equipment produced by Hytera Communications Corporation, Hangzhou Hikvision Digital Technology Company, or Dahua Technology Company (or any subsidiary or affiliate of such entities).

(iii) Telecommunications or video surveillance services provided by such entities or using such equipment.

(iv) Telecommunications or video surveillance equipment or services produced or provided by an entity that the Secretary of Defense, in consultation with the Director of the National Intelligence or the Director of the Federal Bureau of Investigation, reasonably believes to be an entity owned or controlled by, or otherwise connected to, the government of a covered foreign country.

b) In implementing the prohibition under Public Law 115-232, section 889, subsection (f), paragraph (1), heads of executive agencies administering loan, grant, or subsidy programs shall prioritize available funding and technical support to assist affected businesses, institutions and organizations as is reasonably necessary for those affected entities to transition from covered communications equipment and services, to procure replacement equipment and services, and to ensure that communications service to users and customers is sustained.

c) See Public Law 115-232, section 889 for additional information.
d) See also § 200.471.

15. **Prompt Payment.**

Applicability: All Non-Public Works Contracts

The contractor shall promptly pay any and all subcontractor invoices by an instrument that guarantees availability of funds immediately upon deposit of said instrument. The Prime Contractor is required to pay subcontractors for satisfactory performance of their contracts no later than (30) thirty days from receipt of payment by SMART.

If the Contractor determines the work of the subcontractors to be unsatisfactory, the Contractor must immediately notify in writing the SMART project manager, with a separate notice to the DBELO if the subcontractor is a DBE and state the reasons. Failure by the Contractor to comply with this requirement will be construed to be a breach of the contract and may be subject to sanctions as specified in the contract.

SMART will not withhold retainage from the Prime Contractor and the Prime Contractor is prohibited from withholding retainage from the subcontractor.

Prime contractors shall provide proof of subcontractor payment to SMART for the previous payment period.

16. **Restrictions on Lobbying**

Applicability: All Contracts > $100,000

Conditions on use of funds.

(a) No appropriated funds may be expended by the recipient of a Federal contract, grant, loan, or cooperative agreement to pay any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with any of the following covered Federal actions: the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(b) Each person who requests or receives from an agency a Federal contract, grant, loan, or cooperative agreement shall file with that agency a certification, that the person has not made, and will not make, any payment prohibited by paragraph (a) of this section.

(c) Each person who requests or receives from an agency a Federal contract, grant, loan, or a cooperative agreement shall file with that agency a disclosure form if such person has made or has agreed to make any payment using nonappropriated funds (to include profits from any covered Federal action), which would be prohibited under paragraph (a) of this section if paid

for with appropriated funds.

(d) Each person who requests or receives from an agency a commitment providing for the United States to insure or guarantee a loan shall file with that agency a statement, whether that person has made or has agreed to make any payment to influence or attempt to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with that loan insurance or guarantee.

(e) Each person who requests or receives from an agency a commitment providing for the United States to insure or guarantee a loan shall file with that agency a disclosure form if that person has made or has agreed to make any payment to influence or attempt to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with that loan insurance or guarantee.

Certification and disclosure.

(a) Each person shall file a certification, and a disclosure form, if required, with each submission that initiates agency consideration of such person for:

(1) Award of a Federal contract, grant, or cooperative agreement exceeding $100,000; or
(2) An award of a Federal loan or a commitment providing for the United States to insure or guarantee a loan exceeding $150,000.

(b) Each person shall file a certification, and a disclosure form, if required, upon receipt by such person of:

(1) A Federal contract, grant, or cooperative agreement exceeding $100,000; or
(2) A Federal loan or a commitment providing for the United States to insure or guarantee a loan exceeding $150,000, Unless such person previously filed a certification, and a disclosure form, if required, under paragraph (a) of this section.

(c) Each person shall file a disclosure form at the end of each calendar quarter in which there occurs any event that requires disclosure or that materially affects the accuracy of the information contained in any disclosure form previously filed by such person under paragraphs (a) or (b) of this section. An event that materially affects the accuracy of the information reported includes:

(1) A cumulative increase of $25,000 or more in the amount paid or expected to be paid for influencing or attempting to influence a covered Federal action; or
(2) A change in the person(s) or individual(s) influencing or attempting to influence a covered Federal action; or,
(3) A change in the officer(s), employee(s), or Member(s) contacted to

influence or attempt to influence a covered Federal action.

(d) Any person who requests or receives from a person referred to in paragraphs (a) or (b) of this section:

(1) A subcontract exceeding $100,000 at any tier under a Federal contract;
(2) A subgrant, contract, or subcontract exceeding $100,000 at any tier under a Federal grant;
(3) A contract or subcontract exceeding $100,000 at any tier under a Federal loan exceeding $150,000; or,
(4) A contract or subcontract exceeding $100,000 at any tier under a Federal cooperative agreement, Shall file a certification, and a disclosure form, if required, to the next tier above.

(e) All disclosure forms, but not certifications, shall be forwarded from tier to tier until received by the person referred to in paragraphs (a) or (b) of this section. That person shall forward all disclosure forms to the agency.

(f) Any certification or disclosure form filed under paragraph (e) of this section shall be treated as a material representation of fact upon which all receiving tiers shall rely. All liability arising from an erroneous representation shall be borne solely by the tier filing that representation and shall not be shared by any tier to which the erroneous representation is forwarded. Submitting an erroneous certification or disclosure constitutes a failure to file the required certification or disclosure, respectively. If a person fails to file a required certification or disclosure, the United States may pursue all available remedies, including those authorized by section 1352, title 31, U.S. Code.

(g) For awards and commitments in process prior to December 23, 1989, but not made before that date, certifications shall be required at award or commitment, covering activities occurring between December 23, 1989, and the date of award or commitment. However, for awards and commitments in process prior to the December 23, 1989 effective date of these provisions, but not made before December 23, 1989, disclosure forms shall not be required at time of award or commitment but shall be filed within 30 days.

(h) No reporting is required for an activity paid for with appropriated funds if that activity is allowable under either subpart B or C.

17. **Safe Operation of Motor Vehicles.**

Applicability: All Contracts

Seat Belt Use

The Contractor is encouraged to adopt and promote on-the-job seat belt use policies and programs for its employees and other personnel that operate company-owned vehicles, company rented vehicles, or personally operated vehicles. The terms “company-owned” and “company-leased” refer to vehicles owned or leased either by the Contractor or SMART.

Distracted Driving

The Contractor agrees to adopt and enforce workplace safety policies to decrease crashes caused by distracted drivers, including policies to ban text messaging while using an electronic device supplied by an employer, and driving a vehicle the driver owns or rents, a vehicle Contactor owns, leases, or rents, or a privately-owned vehicle when on official business in connection with the work performed under this Contract.

18. **Simplified Acquisition Threshold**

Applicability: All Contracts > $350,000

Contracts for more than the simplified acquisition threshold, which is the inflation adjusted amount determined by the Civilian Agency Acquisition Council and the Defense Acquisition Regulations Council (Councils) as authorized by 41 U.S.C. § 1908, or otherwise set by law, must address administrative, contractual, or legal remedies in instances where contractors violate or breach contract terms, and provide for such sanctions and penalties as appropriate. (Note that the simplified acquisition threshold determines the procurement procedures that must be employed pursuant to 2 C.F.R. §§ 200.317–200.327. The simplified acquisition threshold does not exempt a procurement from other eligibility or processes requirements that may apply. For example, Buy America's eligibility and process requirements apply to any procurement in excess of $150,000. 49 U.S.C. § 5323(j)(13).)

19. **Solid Wastes (Recovered Materials).**

Applicability: All Contracts > $10,000

The Contractor agrees to comply with all the requirements of Section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act (RCRA), as amended (42 U.S.C. 6962), including but not limited to the regulatory provisions of 40 CFR Part 247, and Executive Order 12873, as they apply to the procurement of the items designated in Subpart B of 40 CFR Part 247. The Contractor agrees to comply with the U.S. Environmental Protection Agency (US EPA), "Comprehensive Procurement Guideline for Products Containing Recovered Materials", 40 CFR Part 247.

20. **Special DOL EEO Clause**

Applicability: All Construction Contracts > $10,000

The contractor and subcontractor shall abide by the requirements of 41 CFR 60-1.4(a), 60-300.5(a) and 60- 741.5(a). These regulations prohibit discrimination against qualified individuals based on their status as protected veterans or individuals with disabilities and prohibit discrimination against all individuals based on their race, color, religion, sex, sexual orientation, gender identity or national origin. Moreover, these regulations require that covered prime

contractors and subcontractors take affirmative action to employ and advance in employment individuals without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, disability or veteran status.

21. Termination.

Applicability: All Contracts > $10,000

In addition to the Termination provisions contained in the Agreement, the following Termination provisions apply.

(a) Termination for Convenience. SMART may terminate this Agreement, in whole or in part, at any time by written notice to the Contractor when it is in SMART's best interest. The Contractor shall be paid its costs, including Agreement close-out costs, and profit on work performed up to the time of termination. The Contractor shall promptly submit its termination claim to SMART to be paid the Contractor. If the Contractor has any property in its possession belonging to SMART, the Contractor will account for the same, and dispose of it in the manner SMART directs.

(b) Termination for Default [Breach or Cause]. If the Contractor does not deliver supplies in accordance with the Agreement delivery schedule, or, if the Agreement is for services, the Contractor fails to perform in the manner called for in the contract, or if the Contractor fails to comply with any other provisions of the contract, SMART may terminate this Agreement for default. Termination shall be effected by serving a Notice of Termination on the Contractor setting forth the manner in which the Contractor is in default. The Contractor will only be paid the Contract price for supplies delivered and accepted, or services performed in accordance with the manner of performance set forth in the contract. If it is later determined by SMART that the Contractor had an excusable reason for not performing, such as a strike, fire, or flood, events which are not the fault of or are beyond the control of the Contractor, then SMART, after setting up a new delivery of performance schedule, may allow the Contractor to continue work, or treat the termination as a Termination for Convenience.

(c) Opportunity to Cure. SMART in its sole discretion may, in the case of a termination for breach or default, allow the Contractor up to ten (10) calendar days in which to cure the defect. In such case, the notice of termination will state the time period in which cure is permitted and other appropriate conditions.

If Contractor fails to remedy to SMART's satisfaction the breach or default of any of the terms, covenants, or conditions of this Agreement within ten (10) calendar days after receipt by Contractor of written notice from SMART setting forth the nature of said breach or default, SMART shall have the right to terminate the Agreement without any further obligation to Contractor. Any such termination for default shall not in any way operate to preclude SMART from also pursuing all available remedies against Contractor and its sureties for said breach or default.

(d) Waiver of Remedies for any Breach. In the event that SMART elects to waive

its remedies for any breach by Contractor of any covenant, term or condition of this Agreement, such waiver by SMART shall not limit SMART's remedies for any succeeding breach of that or of any other term, covenant, or condition of this Agreement.

(e) Termination for Convenience (Professional or Transit Service Contracts) SMART, by written notice, may terminate this contract, in whole or in part, when it is in SMART's best interest. If this contract is terminated, SMART shall be liable only for payment under the payment provisions of this contract for services rendered before the effective date of termination.

(f) Termination for Default (Supplies and Service) If the Contractor fails to deliver supplies or to perform the services within the time specified in this contract or any extension, or if the Contractor fails to comply with any other provisions of this contract, SMART may terminate this contract for default. SMART shall terminate by delivering to the Contractor a Notice of Termination specifying the nature of the default. The Contractor will only be paid the contract price for supplies delivered and accepted, or services performed in accordance with the manner or performance set forth in this contract. If, after termination for failure to fulfill contract obligations, it is determined that the Contractor was not in default, the rights and obligations of the parties shall be the same as if the termination had been issued for the convenience of SMART.

22. Veterans Hiring Preference.

Applicability: All Construction Contracts

Veterans Employment - Construction contracts of Federal financial assistance shall ensure that contractors working on a capital project funded using such assistance give a hiring preference, to the extent practicable, to veterans (as defined in section 2108 of title 5) who have the requisite skills and abilities to perform the construction work required under the contract. This subsection shall not be understood, construed or enforced in any manner that would require an employer to give a preference to any veteran over any equally qualified applicant who is a member of any racial or ethnic minority, female, an individual with a disability, or a former employee.

23. Violation and Breach of Contract.

Applicability: All Contracts

Rights and Remedies of SMART

The duties and obligations imposed by the Agreement and the rights and remedies available thereunder shall be in addition to and not a limitation of any duties, obligations, rights and remedies otherwise imposed or available by law. No action or failure to act by SMART or Contractor shall constitute a waiver of

any right or duty afforded any of them under the Contract, nor shall any such action or failure to act constitute an approval of or acquiescence in any breach thereunder, except as may be specifically agreed in writing.

Rights and Remedies of Contractor
Inasmuch as the Contractor can be adequately compensated by money damages for any breach of this Contract, which may be committed by SMART, the Contractor expressly agrees that no default, act or omission of SMART shall constitute a material breach of this Contract, entitling Contractor to cancel or rescind the Contract (unless SMART directs Contractor to do so) or to suspend or abandon performance.

Remedies
Unless this Agreement provides otherwise, all claims, counterclaims, disputes and other matters in question between SMART and the Contractor arising out of or relating to this Agreement or its breach will be decided by arbitration if the parties mutually agree, or in a court of competent jurisdiction within California.

Disputes
Disputes arising in the performance of this Agreement which are not resolved by agreement of the parties shall be decided in writing by SMART's General Manager. This decision shall be final and conclusive unless within ten (10) days from the date of receipt of its copy, the Contractor mails or otherwise furnishes a written appeal to the General Manager. In connection with any such appeal, the Contractor shall be afforded an opportunity to be heard and to offer evidence in support of its position. The decision of the General Manager shall be binding upon the Contractor and the Contractor shall abide by the decision.

Performance during Dispute
Unless otherwise directed by SMART, Contractor shall continue performance under this Contract while matters in dispute are being resolved.

Claims for Damages
Should either party to the Contract suffer injury or damage to person or property because of any act or omission of the party or of any of its employees, agents or others for whose acts it is legally liable, a claim for damages therefor shall be made in writing to such other party within a reasonable time after the first observance of such injury or damage.

24. **Conformance with National ITS Architecture**

Applicability: All ITS Contracts

Intelligent Transportation Systems (ITS) projects shall conform to the National ITS Architecture and standards pursuant to 23 CFR § 940. Conformance with the National ITS Architecture is interpreted to mean the use of the National ITS Architecture to develop a regional ITS architecture in support of integration and the subsequent adherence of all ITS projects to that regional ITS architecture. Development of the regional ITS architecture should be consistent with the

transportation planning process for Statewide and Metropolitan Transportation Planning (49 CFR Part 613 and 621).

25. **Federal Tax Liability and Recent Felony Convictions**

Applicability: All Contracts

(1) The contractor certifies that it:

(a) Does not have any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability; and

(b) Was not convicted of the felony criminal violation under any Federal law within the preceding 24 months. If the contractor cannot so certify, SMART will refer the matter to FTA or FEMA as applicable and not enter into any Third Party Agreement with the Third Party Participant without FTA's or FEMA's written approval.

(2) Flow-Down. The Contractor shall flow this requirement down to subcontractors at all lower tiers, without regard to the value of any subagreement.

26. **Severability**

Applicability: All Contracts

The Contractor agrees that if any provision of this Agreement or any amendment thereto is determined to be invalid, then the remaining provisions thereof that conform to federal laws, regulations, requirements, and guidance will continue in effect.

27. **Trafficking in Persons**

Applicability: All Contracts

The contractor agrees that it and its employees that participate in this contract, may not:

(a) Engage in severe forms of trafficking in persons during the period of time that the contract is in effect;
(b) Procure a commercial sex act during the period of time that the contract is in effect; or
(c) Use forced labor in the performance of the contract or subagreements thereunder.

28. **Geographic Restrictions**.

Applicability: All Contracts

Contractor shall refrain from using state or local geographic preferences, except those expressly mandated or encouraged by Federal statute.

29. **Metric System**.

Applicability: All Contracts

To the extent required by U.S. DOT or FTA, Contractor shall use the metric system of measurement in its project activities pursuant to the Metric Conversion Act, as amended by the Omnibus Trade and Competitiveness Act, 15 U.S.C. 205a et seq.; Executive Order No 12770 "Metric Usage in Federal Government Programs, 15 U.S.C. § 205a note; and other regulations, guidelines, and policies issued by U.S. DOT or FTA. To the extent practicable and feasible, SMART agrees to accept products and services with dimensions expressed in the metric system of measurement.

30. **Environmental Protection**.

Applicability: All Contracts

Contractor shall comply with the following requirements:

(a) Contractor shall comply with all applicable requirements of the National Environmental Policy Act of 1969, as amended, 42 U.S.C. §§ 4321 *et seq.* consistent with Executive Order. No. 11514, as amended, "Protection and Enhancement of Environmental Quality," 42 U.S.C. § 4321 note; PTA statutory requirements on environmental matters at 49 U.S.C. § 5324(b); Council on Environmental Quality regulations on compliance with the National Environmental Policy Act of 1969, as amended, 40 C.F.R. Part 1500 *et seq.;* and joint FHWA/FTA regulations, "Environmental impact and Related Procedures," 23 C.F.R. Part 771 and 49 C.F.R. Part 622.

(b) Contractor shall comply with all Federal transit laws, such as 49 U.S.C. §5323(c)(2) and 23 U.S.C. §139, as applicable.

(c) Contractor shall report and require each subcontractor at any tier to report any violation of these requirements resulting from any Contract activity of Contractor or subcontractor to FTA, FEMA, and the appropriate U.S. EPA Regional Office.

31. **Privacy Act.**

Applicability: All Contracts

Contractor agrees to comply with and assures the compliance of its employees with the information restrictions and other applicable requirements of the Privacy Act of 1974, 5 U.S.C § 552. Among other things, the Contractor agrees to obtain

the express consent of the Federal Government before the Contractor or its employees operate a system of records on behalf of the Federal Government before the Contractor or its employees operate a system of records on behalf of the Federal Government. Contractor understands that the requirements of the Privacy Act, including civil and criminal penalties for violation of the Act, apply to those individuals involved, and that failure to comply with the terms of the Privacy Act may result in termination of the underlying contract.

32. **Rights to Inventions Made Under a Contract or Agreement.**

Applicability: All Research and Development Contracts

Contractor agrees to comply with the requirements of 37 C.F.R. §401.2(a), "Rights to Inventions Made by Nonprofit Organizations and Small Business Firms under Government Grants, Contracts and Cooperative Agreements" and any implementing regulations issued by SMART.

33. **Domestic Preferences for Procurements**

Applicability: All Contracts

Contractor shall make every effort to provide a preference for the purchase, acquisition, or use of goods, products, or materials produced in the United States (including but not limited to iron, aluminum, steel, cement, and other manufactured products). This section must be included in all subcontracts.

For the purposes of this section:

1) "Produced in the United States" means, for iron and steel products, that all manufacturing processes, from the initial melting stage through the application of coatings, occurred in the United States.

2) "Manufactured products" means items and construction materials composed in whole or in part of non-ferrous metals such as aluminum; plastics and polymer-based products such as polyvinyl chloride pipe; aggregates such as concrete; glass, including optical fiber; and lumber.

34. **DHS Seal, Logo, and Flags**.

Applicability: All Contracts

The contractor shall not use the DHS seal(s), logos, crests, or reproductions of flags or likenesses of DHS agency officials without specific FTA or FEMA pre-approval when applicable.

35. **Whistleblower Protections**

Applicability: All Contracts

An employee of the Contractor or Subcontractor must not be discharged, demoted, or otherwise discriminated against as a reprisal for disclosing to a person or body described in paragraph (a)(2) of 41 U.S.C. 4712 information that the employee reasonably believes is evidence of gross mismanagement of a Federal contract or grant, a gross waste of Federal funds, an abuse of authority relating to a Federal contract or grant, a substantial and specific danger to public health or safety, or a violation of law, rule, or regulation related to a Federal contract (including the competition for or negotiation of a contract) or grant. The Contractor and their subcontractors must inform their employees in writing of employee whistleblower rights and protections under 41 U.S.C. 4712. See statutory requirements for whistleblower protections at 10 U.S.C. 4701, 41 U.S.C. 4712, 41 U.S.C. 4304, and 10 U.S.C. 4310.

36. **Small and Minority Businesses, Women's Business Enterprises**

Applicability: All Contracts

Contractor shall take all necessary affirmative steps to assure that small and minority businesses, women's business enterprises, and labor surplus area firms are used when possible in accordance with 2 C.F.R. § 200.321. Affirmative steps include:

- Placing qualified small and minority businesses and women's business enterprises on solicitation lists;
- Assuring that such businesses are solicited whenever they are potential sources;
- Dividing total requirements into smaller tasks or quantities to permit maximum participation;
- Establishing delivery schedules to encourage participation;
- Using the services and assistance of organizations such as SBA and the Minority Business Development Agency.

AGENDA ITEM 06e

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

P: 707-794-3330
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BOARD OF DIRECTORS

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Marin County Council of Mayors and Councilmembers

David Rabbitt
Sonoma County Board of Supervisors

GENERAL MANAGER
Eddy Cumins

November 18, 2026

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

SUBJECT: Increase to Resolution Authorizing the Annual Filing of SMART's State Rail Assistance and Low Carbon Transit Operations Program Applications for Fiscal Year 2026-2027

Dear Board Members:

RECOMMENDATION: Approve Resolutions 2026-37 and 2026-38 authorizing increased amounts for the filing of SMART's annual applications for State Rail Assistance and Low Carbon Transit Operations Program funding.

BACKGROUND:
On May 20, 2026, the Board of Directors approved Resolutions 2026-09 State Rail Assistance (SRA) Funds and 2026-10 Low Carbon Transit Operations Program (LCTOP). These resolutions authorized SMART to submit an SRA application in the amount of $5,086,476 and an LCTOP application in the amount of $864,840. These resolutions authorize applications for higher amounts based on updated fund availability.

The SRA Program provides capital and operations funding specifically to intercity rail and commuter rail operators. SMART budgets these revenues annually based on information provided by the California State Transportation Agency (CalSTA). Since the approval of resolution 2026-09, CalSTA informed SMART that SRA funds available for this fiscal year had increased by $68,081, increasing total SRA funds in the Fiscal Year 2027 Budget to $5,154,557.

LCTOP funds come from California Cap and Trade proceeds paid into the Greenhouse Gas Reduction Fund. As part of SB 840's reauthorization of the now-renamed Cap and Invest program, LCTOP's funding cycle is transitioning from a calendar year to a fiscal year. To transition between the two, LCTOP has added a "Cycle B" to this year's grants, which distributes funds generated through the February and May 2026 auctions. SMART received an additional $337,728 with the addition of Cycle B, bringing the total available funding to $864,840.

FISCAL IMPACT: These grant funding increases will reduce the amount of Measure Q money required for the FY27 revenue budget. The operating budget will not change from the Board approved version, resulting in a net $0 change.

Respectfully,

/s/

Annora Borden
Grants and Budget Analyst

Attachments: 1.) Resolution 2026-37
2.) Resolution 2026-38

Resolution No. 2026-37
Sonoma-Marin Area Rail Transit District
November 18, 2026

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA-MARIN AREA RAIL TRANSIT DISTRICT AUTHORIZING THE EXECUTION OF THE CERTIFICATION AND ASSURANCES AND AUTHORIZED AGENT FORMS FOR STATE RAIL ASSISTANCE FUNDS AND AUTHORIZING THE EXECUTION OF THE STATE RAIL ASSISTANCE PROJECT, SMART COMMUTER RAIL OPERATIONS FOR FISCAL YEARS 2026-2027

WHEREAS, the Sonoma-Marin Area Rail Transit District (SMART) is an eligible project sponsor and may receive funding from State Rail Assistance (SRA) for transit projects; and

WHEREAS, the statutes related to state-funded transit project require implementing agencies to abide by various regulations; and

WHEREAS, Senate Bill 1 (2017) named the California State Transportation Agency (CalSTA) as the administering agency for the SRA; and

WHEREAS, CalSTA has developed guidelines for the purpose of administering and distributing SRA funds to eligible project sponsors (Agencies identified as eligible recipients of these funds); and

WHEREAS, SMART wishes to delegate authorization to execute these documents and any amendments thereto to Eddy Cumins, General Manager, and Troy Bingham, Chief Financial Officer; and

WHEREAS, SMART wishes to implement the Fiscal Year 2026-2027 SMART Commuter Rail Operations Project.

NOW, THEREFORE, BE IT RESOLVED THAT THE Board of Directors of the SMART District hereby

1. Authorizes the submittal of the SMART Commuter Rail Operations Project for nomination and allocation request to CalSTA for State Rail Assistance funds for up to $5,154,557.05 in FY2026-2027; and

2. Agrees to comply with all conditions and requirements set for in the Certifications and Assurances and Authorized Agent documents and applicable statutes, regulations and guidelines for all SRA funded transit projects; and

3. Designates Eddy Cumins, General Manager, and Troy Bingham, Chief Financial Officer, to be authorized to execute all required documents of the SRA program and any Amendments thereto with the California Transportation Agency which may be necessary for the completion of the aforementioned project.

PASSED AND ADOPTED at a regular meeting of the Board of Directors of the Sonoma-Marin Area Rail Transit District held on the ___ day of _____, 2026 by the following vote:

DIRECTORS:
AYES:

NOES:

ABSENT:

ABSTAIN:

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

ATTEST:

_____
Kyreen Jorgensen, Clerk of Board of Directors
Sonoma-Marin Area Rail Transit District

Resolution No. 2026-38
Sonoma-Marin Area Rail Transit District
November 18, 2026

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA-MARIN AREA RAIL TRANSIT DISTRICT AUTHORIZING THE EXECUTION OF THE CERTIFICATION AND ASSURANCES AND AUTHORIZED AGENT FORMS FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) FOR THE FOLLOWING PROJECT: SMART TRANSIT OPERATIONS FY26/27 FOR $864,840

WHEREAS, the Sonoma-Marin Area Rail Transit District (SMART) is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, SMART wishes to delegate authorization to execute these documents and any amendments thereto to Eddy Cumins, General Manager and/or Troy Bingham, Chief Financial Officer; and

WHEREAS, SMART wishes to implement the following LCTOP project(s) listed above.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Sonoma-Marin Area Rail Transit District (SMART) that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that Eddy Cumins, General Manager and/or Troy Bingham, Chief Financial Officer be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of SMART that it hereby authorizes the submittal of the following project nomination(s) and allocation request(s) to the Department in FY2025-2026 LCTOP funds:

Project Name: SMART Transit Operations FY26/27
Short description of project: This project supports operations of commuter rail services in the SMART system. SMART operates 48 weekday trips as of FY25/26, an increase of six weekday trips from the prior year. In FY24/25 SMART also opened new stations at Petaluma North and Windsor, which included the addition of three new miles of track.
Amount of LCTOP funds requested: $864,840
Benefit to a Priority Populations: SMART service connects low-income community members to desirable locations for work or activities through rail service and pedestrian pathways.
Amount to benefit Priority Populations: 100% to low-income households
Contributing Sponsor: Metropolitan Transportation Commission

PASSED AND ADOPTED at a regular meeting of the Board of Directors of the Sonoma-Marin Area Rail Transit District held on the ___ day of _____ 2026, by the following vote:

DIRECTORS:
AYES:
NOES:
ABSENT:
ABSTAIN:

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

ATTEST:

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

AGENDA ITEM 07

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

November 18, 2026

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

SUBJECT:

Dear Board Members:

RECOMMENDATIONS:
Informational Item.

SUMMARY:

At SMART's Board of Director's September 2026 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, the SMART Board directed staff to initiate an engagement process to gather public input on the location of the SMART Healdsburg station. To date, SMART has presented and gathered feedback at meetings of the SMART Board of Directors, the Healdsburg City Council, SMART's Citizen Advisory Council, and at a SMART-hosted community meeting in Healdsburg. SMART has also been invited to and has or will present information and gather feedback at focused community groups including the following:

- Corazon Healdsburg on October 16
- Enso Village in Healdsburg on November 9
- Sonoma County Transportation and Climate Authority (SCTCA) Transit and Paratransit Coordinating Committee on November 17
- Healdsburg High School Student Cohort
  - (Program with Generation Housing-On the Margins) on November 17
- Healdsburg Chamber of Commerce on November 19
- Cloverdale High School Honors Economics on November 20
- La Familia Sana RISE Teens in Cloverdale, date TBD.

SMART staff set up information tables in front of merchants to distribute information and engage in community conversation including the following days:

- Wednesday, November 4, at Black Oak Coffee and Big John's Market in Healdsburg, and
- Friday, November 6, at Plank Coffee and Dahlia and Sage Market in Cloverdale.

Additionally, staff distributed information during those days in Healdsburg, Geyserville, Cloverdale and Windsor to local businesses and employers. Staff plan to conduct more direct outreach onboard the trains starting the week of

November 13. SMART has received requests for community workshops or information sessions in the southern part of the corridor and will accommodate as time allows.

In these forums, during community conversations and through the numerous emails received, SMART has compiled and published frequently asked questions (FAQs) to further clarify impacts associated with the respective station locations, address location considerations, and answer other common questions related to the station locations and SMART's process. These FAQs have been posted to the project webpage where the public can learn about the two station locations and access the survey. The FAQs are attached here and are on SMART's webpage located here: https://www.sonomamarintrain.org/HealdsburgStationLocation.

Information presented at the Community Workshop on October 21 included information boards showing each station site rendering and a transit connection and trip generator map (attached). To set the framework for the conversation, SMART stated in the presentation and displayed on an information board the assumptions of what SMART will strive to accomplish ***regardless of station location***:

- The train will go through the roundabout on its way to Geyserville and Cloverdale;
- Sidewalks and connecting bus transit services will need to work for people of all ages and abilities;
- A pedestrian track crossing at the Depot/Hudson Street area connecting the Ward Street neighborhood will be constructed;
- SMART's property at the Depot/Hudson area will be developed with housing; and
- SMART will pursue renovation of the Depot buildings along with development of SMART property.

To date, we have received 186 emailed comments from 165 commenters directed to the SMART Board of Directors, or to the Healdsburg City Council and forwarded to the SMART Board. A summary of the positions in favor of each location and a neutral position is below. A link to the comments in their entirety can be found on the SMART Healdsburg Station Location website and attached herein, with additional comments posted as they are received: https://www.sonomamarintrain.org/healdsburgstationlocation.

Depot/Hudson Station Location Support Highlights

Across all Hudson-supporting correspondence reviewed, commenters consistently favored the Hudson Street Depot because they believe it best aligns with Healdsburg's long-term planning objectives and honors prior public process. The site supports future housing and transit-oriented development, redevelopment of the South Entry Area, historic preservation of the rail Depot buildings and future community growth. Supporters argue that Hudson provides adequate parking, room for expansion across the street from the Depot, and convenient access to downtown while avoiding additional congestion, parking loss, tree removal, and operational impacts in the Plaza area. Many also emphasized that Hudson reflects years of community engagement and formal City Council decisions and therefore represents the location that best balances transportation goals with the needs of Healdsburg residents.

Vine Street/West Plaza/Downtown Location Support Highlights

Supporters of the Vine Street/West Plaza station generally believe it would maximize ridership by placing rail service within walking distance of Healdsburg's primary destinations, including the Plaza, businesses, employment centers, cultural venues, and transit connections. Commenters consistently cited improved accessibility for seniors and people with disabilities, and youth riders, greater convenience for workers and visitors, stronger support for local businesses including businesses north of the Plaza, enhanced transit connectivity, and a safer, more attractive passenger experience. Many emphasized that the long-term success of SMART depends on locating the station where people already live, work, shop, and gather, rather than relying on future development to generate ridership.

Neutral Position Highlights

Commenters who did not clearly support either station location generally emphasized the need for a transparent, fact-based decision-making process supported by comprehensive technical information. Common requests included detailed comparisons of ridership, cost, traffic, parking, transit connectivity, environmental considerations, construction impacts, and long-term development opportunities associated with each location. Several commenters expressed concern that the public lacked adequate information to fully evaluate the alternatives. Others highlighted the importance of considering future housing, transportation, and economic development goals alongside immediate ridership benefits and called for a balanced assessment of both locations.

In addition to the above public engagement, SMART provided information regarding SMART Connect via a comment letter to the City of Healdsburg for their November 2, 2026, Council Meeting regarding their ***Update on Evaluation of On-Demand (Microtransit) Shuttle Service Options.*** The letter praised Healdsburg's climate goals, detailed SMART's costs to provide the SMART Connect shuttle today and indicated SMART does not have plans to financially support first- and last-mile bus and transit once beginning rail services in Healdsburg.

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 engage with the public, offer presentations, and address questions. SMART has upcoming presentations scheduled to the Healdsburg Chamber, SCTCA Transit and Paratransit Coordinating Committee, and three youth cohorts, two of high school students in Healdsburg and Cloverdale, and one at La Familia Sana in Cloverdale. SMART's station location survey is available in English and Spanish, and open for public input through November 30, 2026. SMART staff will review and analyze all survey responses and broader community feedback to ensure the full range of public perspectives is accurately represented. The findings will be presented to the Healdsburg City Council on December 7, 2026, and to the SMART Board of Directors on December 16, 2026.

Sincerely,

/s/

Zoe Unruh
Planning Manager

Attachments:

1. Frequently Asked Questions
2. Healdsburg Affordable Housing Map
3. October 21 Healdsburg Community Workshop Materials
4. Public Comments Received as of November 13, 2026
5. SMART Letter to City Council regarding shuttle service

Listed here are the FAQs.

1. *Why does proximity to destinations, jobs, and bus transit matter when the walk difference is between 4 minutes and 8 minutes?*

   When individuals make travel decisions, they primarily weigh whether the mode of travel will allow them to comfortably get to where they want to go and if it will get them there on time. Proximity, reliability, and perceived safety and comfort matters. If sidewalks are narrow, crowded, or have obstacles like missing curb ramps, people may perceive their experience as more challenging and less comfortable.

2. *Which station location will have higher ridership?*

   Ridership estimates were developed through planning studies in 2006 and 2008 and the Healdsburg Depot location was estimated to have 413 boardings per day. Today, the SMART system is carrying a weekday average of around 5,800, approximately 15% higher than the full SMART system ridership projection of 5,046, with 25% of today's riders being youth under 18 years old.

   While ridership estimating is based on a wide range of characteristics, real world examples on the SMART system can be compared to each location in Healdsburg. In particular, the comparison of ridership at the three Novato SMART stations is a real world look at walkability and density. Downtown Novato today carries approximately 37% more riders than Novato Hamilton and 89% more riders than Novato San Marin.

   Given how people make decisions about travel, demonstrated trip making today and the job and residential density patterns in Healdsburg, the Vine/Downtown station location would maximize the ridership of SMART systemwide. Maximizing ridership on the SMART system is necessary to improve SMART's outlook of successfully competing for additional grant funds to complete the rail and path system to Geyserville and Cloverdale.

3. *Is there a difference in the traffic impact between the two locations?*

   Train movement will affect the roundabout and rail crossings in Healdsburg, including through Downtown, as trains travel to Geyserville and Cloverdale, regardless of the station's location. For passage of a single train, crossing warning devices at the roundabout will activate for approximately 60 seconds. Some scenarios will result in longer warning device activation periods, such as when northbound and southbound trains meet at the station. SMART's grade crossing warning systems are designed to provide a minimum of 25 seconds of warning time, measured from the time the lights start flashing and bells sound until the train reaches the crossing. Additional warning time is provided at grade crossings with specific physical characteristics, such as multiple tracks, or skewed roadway and track geometry.

   If the Healdsburg station is located at the Depot/Hudson site, through trains will travel through Matheson Street and North Street at speeds between 25 and 35 miles per hour. Total warning system activation times at both Matheson Street and North Street are anticipated to

be approximately 1 minute, with the actual time dependent on actual train speed and train handling once the warning devices are activated.

If the Healdsburg station is located at the Downtown/Vine Street location, the train operation would have Northbound trains approaching Matheson Street at a speed of approximately 25 miles per hour and stopping at the station platform prior to North Street. Total activation time for Matheson in this case is anticipated to be approximately 1 minute.

During a portion of the time that the train is stopped at the station, the warning system at North Street will remain inactive, allowing roadway and pedestrian traffic to continue to flow and clear the crossing. Once the train has completed its normal dwell, the warning system at North Street will be activated, and the train will depart the station. Total activation time at North Street in this scenario is anticipated to be approximately 1 minute but could be longer dependent on the actual speed of the departing train, and the actual length of the train's dwell at the station.

Southbound trains would approach North Street at a speed of approximately 25 miles per hour and will come to a stop at the station platform prior to Matheson Street. Total activation time for North Street in this case is anticipated to be approximately 1 minute.

During a portion of the time that the train is stopped at the station, the warning system at Matheson Street will remain inactive, allowing roadway and pedestrian traffic to continue to flow and clear the crossing. Once the train has completed its normal dwell, the warning system at Matheson Street will be activated, and the train will depart the station. Total activation time at Matheson Street in this scenario is anticipated to be approximately 1 minute but could be longer dependent on the actual speed of the departing train, and the actual length of the train's dwell at the station

Regardless of the station location, the new traffic signals that will be installed at Matheson Street and North Street will be designed to clear all motor vehicles and pedestrians/bicyclists from the track prior to the warning devices activating.

More than 800 daily passenger trips are expected to and from the SMART Healdsburg station, including people who previously traveled to Healdsburg by car. Pedestrians will walk a number of routes from either station and surrounding sidewalks may need modernization for accessibility. Today, the sidewalk network around the Vine/W. Plaza/Downtown site is more connected and doesn't have as many sidewalk gaps and improvement needs as the Depot/Hudson site has according to the City of Healdsburg's 2025 Active Transportation Plan.

4. *How many parking spaces are required for a Healdsburg station?*

While all SMART stations have dedicated bicycle parking, not all SMART stations have dedicated auto parking. Where there is dedicated auto parking, the number of parking spaces available varies by location. For example, SMART's Larkspur station has 34 standard parking spaces and 6 accessible spaces, and the lot is typically one-half to two-thirds full, with approximately 20-26 spaces occupied. SMART anticipates SMART passenger parking demand at the Healdsburg station will be similar to Larkspur, and that approximately 30

spaces will be needed for SMART passengers. The Depot/Hudson site has 48 spaces with future parking expansion planned for the county-owned land currently occupied by the Farm to Pantry community garden, as identified in the City's Central Healdsburg Avenue Plan. The Vine/West Plaza/Downtown site would use up to 30 spaces within the West Plaza parking lot for SMART riders.

SMART will provide bicycle parking at either location.

5. *Will there be a parking impact at the West Plaza parking lot, regardless of the station location?*

   Yes, regardless of the station location, the project's construction will require the elimination of some parking to provide adequate space for trains. Currently, there are 54 auto parking spaces in the West Plaza parking lot that are within SMART-owned land. While the Depot/Hudson station would result in less parking impacts at the West Plaza parking lot, SMART reserves the right to utilize SMART property for alternative public benefit.

6. *How would parking be affected if the station were located at the Vine/ W. Plaza/Downtown site?*

   The West Plaza parking lot currently has 269 parking spaces, including 54 spaces that are within SMART-owned land, 45 private reserved spaces for hotel valet use, 6 ADA spaces, and 164 other spaces available to the public. Approximately 30 spaces will be reduced from the 54 spaces located within Smart-owned land.

7. *What is the difference in the bus transit connectivity between the two locations?*

   The Vine/W. Plaza/Downtown location is a closer walk to connecting regional Sonoma County Transit Route 60 bus services on Healdsburg Avenue at the Plaza and will include a new bus pullout on Vine Street to closely coordinate local Route 67 bus and train connections. The Depot/Hudson site has an existing bus stop which can be used by the local Sonoma County Transit Route 67, and which can be re-routed to serve the station with an estimated 6 minute additional trip time added compared to Vine Street. The Depot/Hudson site cannot be served directly with larger regional transit buses and is a 6-minute walk from the southbound regional Sonoma County Transit Route 60 bus stop currently located south of the roundabout on Healdsburg Avenue.

   Sonoma County Transit Route 60 bus services will need to effectively connect Geyserville and Cloverdale to the SMART rail system even when train services operate between Healdsburg, Geyserville and Cloverdale because there will be more train trips from Healdsburg south than from Healdsburg north. Until train service extends to Geyserville and Cloverdale the Route 60 and private shuttles will be the only bus transit connection from Geyserville/Cloverdale to the SMART system.

   Sonoma County Transit Route 67 will be modifying service schedules in Spring 2027 and a presentation on those changes from Sonoma County to the City of Healdsburg City Council is scheduled for January 2027.

Other public and private bus and shuttle service to the SMART Healdsburg station will include private shuttles from hotels, Enso Village, River Rock Casino worker and visitor shuttles, Amtrak Route 7 Thruway/Goldrunner bus service and school bus services, among others.

8. *If the Depot location is selected, will SMART or the City provide additional shuttle services connecting the Depot to the Plaza or other destination?*

   SMART does not plan to provide funding for shuttle services in Healdsburg.

   The Healdsburg City Council discussed developing a Microtransit program at their November 2, 2026, council meeting (Agenda Item 8.c linked here), and decided not to fund a service and to wait and see what the upcoming Sonoma County Transit Route 67 modifications will be and SMART's rider first- and last-mile gaps will be once SMART service arrives.

   SMART wrote a letter to the City Council describing the SMART Connect service, detailing the cost per SMART Connect service of approximately $800,000 per line per year and providing the City with the information that SMART does not plan to provide additional funding for first- and last-mile shuttle services when rail service begins to Healdsburg.

9. *Will tree removal be required as part of the project?*

   Yes, regardless of the station location, some tree removal on SMART owned land will be required where trees interfere with the clearances required for train operation. SMART makes every effort to minimize tree impacts and plant trees in alternative locations as mitigation or restoration. All trees on SMART owned land within the project limits from Windsor to Lytton Road have tags on them today for inventory purposes. Not every tree will be removed, and most removed trees will be replaced, as determined through engineering and permitting. However, we do anticipate most trees on SMART owned land between the tracks and Vine Street on the block between Matheson and North Streets will be removed if the station is on Vine Street. We have been working with the City to identify local restoration and environmental restoration opportunities and would welcome suggestions.

10. *Is there a difference in costs between the two station locations?*

    The station construction costs are roughly the same. There would be additional construction costs associated with adding a rail crossing connecting the Ward neighborhood to the pathway and SMART has secured grant funds for that purpose. A Vine/W. Plaza/Downtown station could require minor additional costs associated with the realignment of the pathway along Vine St. between Mill St. and North St, and the construction of double-track grade crossings at Matheson and North Streets.

11. *What about the original depot buildings?*

    SMART's stations do not utilize historic rail depot buildings for station operations anywhere on the rail corridor. The rehabilitation and activation of the depot buildings in Healdsburg are not part of the project. Regardless of the station location, the restoration of the depot

buildings is currently unfunded, but SMART will work with the City to find resources to restore the Depot buildings, perhaps as part of the future development in the area, as there are interesting possible use cases for restoring the buildings independent of a SMART station.

12. *Why is SMART reviewing the station location? Why are people who live outside Healdsburg being asked to participate in the community conversation?*

    SMART's responsibility is to be a good steward of taxpayer dollars and this project includes $269 million of grants from federal, state, and regional programs. SMART is also serving as the regional transit spine for Cloverdale to Larkspur and beyond and seeks to create the most seamless and effective intermodal (rail, bus, bike, walk, rideshare) system possible.

    SMART's community includes everyone - employers, residents, students and system rail and pathway riders - along the 70-mile, 17-station corridor. During SMART's June 2026 sales tax reauthorization, 198,190 people, 3 out of 4, voted "yes" for SMART to continue into the future. For each voter, the reason for their endorsement of SMART may be unique and unlike any other voter's reason. The reason for their endorsement may also change over time, requiring SMART to continually engage in community-wide conversations. As SMART works to complete the system to the north, SMART is evaluating station location considerations to ensure that stations can deliver the maximum transportation and connectivity benefit. Maximizing ridership on the SMART system is necessary to improve SMART's outlook of successfully competing for additional grant funds to complete the rail and path system to Geyserville and Cloverdale.

13. *Was there a vote in 2024 confirming the station location at the Depot/Hudson Site?*

    No formal vote of the Healdsburg City Council was taken in February 2024 to proceed with the Depot/Hudson site in 2024, with general direction provided to the City Manager. The Council minutes reported "City Manager Kay clarified the feedback staff is requesting and noted the Council did not need to make a decision on the station location this evening… 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."

14. *Why didn't SMART re-evaluate station locations in other cities? Windsor's station was built in the planned location, why?*

    SMART's Windsor Station was built in the original planned location as that downtown location was estimated to have the greatest public utility and with the highest trip generation, job and population density.

    Since the start of rail operations on SMART's system, several station location conversations and changes have taken place. SMART's recent community engagement on a Geyserville station location resulted in a station being added at the center of Geyserville in the track location with the greatest job density and access. SMART anticipates engaging in a Cloverdale station location evaluation starting in 2027-28 to determine if the City of Cloverdale and SMART would be better served with a station location closer to the Downtown core than the Cloverdale Depot site.

In Novato, a Downtown Novato station was added into the system in 2019 with City-sourced grant funds. With the new station being inserted into SMART's operating single-track railroad the unintended result was the time between trains moving from every 30-minutes to every 32-minutes and cascading effects throughout the system of eliminating timed bus connections along the corridor. Today, Novato's Downtown station carries 37% more riders than Novato Hamilton and 89% more riders than Novato San Marin per month.

15. *Can SMART build two stations in Healdsburg?*

    No, there will not be two SMART stations in Healdsburg. The ideal spacing of commuter rail stations is typically five to seven miles. If stations are too close together, it increases the train's travel time, creates operational inefficiencies, making the service less attractive resulting in lower ridership.

16. *What opportunities exist for future housing and other developments near the Depot/Hudson station, and when might development occur?*

    The area surrounding the historic Depot has potential for future housing, commercial, and mixed-use development. No specific development plans or timelines have been established for SMART-owned properties. In October 2026, the SMART Board of Directors discussed exploring opportunities for transit-oriented development on SMART-owned properties in Healdsburg and Petaluma. Pursuing these opportunities will first require SMART to develop and adopt a transit-oriented development policy (TOD).

    SMART is collaborating with the Renewal Enterprise District and local jurisdictions in Sonoma County to seek federal Environmental Protection Agency (EPA) funds in 2027 to prepare SMART's property in Healdsburg for development.

    Separately, the City of Healdsburg is advancing planning efforts that could allow for higher-density housing and mixed-use development near the station. These efforts are intended to support future growth and align with regional TOD policies. The timing and extent of future development will depend on planning approvals, infrastructure investments, funding, and market conditions. Information is available on the City of Healdsburg's Station Area Specific Plan webpage.

17. *Has SMART awarded a construction contract for the Healdsburg extension, and does that contract establish the station location?*

    SMART is delivering the Healdsburg Extension Project using a Progressive Design-Build contracting method, which allows design and construction to advance in phases. The design portion of the project was awarded in December 2025. In October 2026, SMART awarded the construction portion of the contract for Phase 2A, which extends from Windsor River Road in Windsor, to Front Street in Healdsburg.

    The construction contract for Phase 2B, extending from Front Street to North Street and encompassing both proposed station locations, is anticipated to be awarded in spring 2027. A construction contract has not yet been awarded for the portion of the project that includes the proposed station locations.

18. *Who will make the final decision on the Healdsburg station location, and when is a decision expected?*

    The SMART Board of Directors is expected to consider the Healdsburg station location at its December 16, 2026, meeting. The Board will receive an analysis of the community survey results, public outreach feedback, and other station location considerations to inform its review and final determination.

19. *How much train service will Healdsburg see?*

    SMART service schedules have not been determined and the survey open until November 30 is also intended to gather information from people about what SMART service would be useful for their transportation purposes.

20. *How far would the Depot/Hudson station platform be from the roundabout?*

    If the station is located at Depot/Hudson, the platform would be approximately 900 feet from the roundabout.

21. *Will there be a pedestrian and bicycle crossing connecting the Ward Street neighborhood to the Depot area, regardless of the station location?*

    Yes. Regardless of the station location, SMART plans to construct a pedestrian and bicycle crossing near the historic Depot to provide a connection to the Ward Street neighborhood and SMART has secured grant funds for that purpose. If the station is located at Depot/Hudson, the crossing would be integrated with station access and circulation. If the station is located downtown, the crossing would provide a more direct connection across the track, independent of station operations.

22. *How will SMART passenger rail service improve access to the Russian River and other recreational destinations in Healdsburg?*

    SMART serves a diverse range of passengers traveling for work, school, recreation, and other activities. The extension of SMART service to Healdsburg will expand travel opportunities and improve regional access to Healdsburg's many destinations, including the Russian River and other recreational destinations, as well as downtown businesses, restaurants, shopping, and entertainment.

23. *Where has the City of Healdsburg built affordable housing to comply with regional and State requirements?*

    The City of Healdsburg has been developing affordable housing dispersed throughout Healdsburg and has several major projects under construction today in North Healdsburg, including Saggio Hills (118 units), North Village (53 units), and Dry Creek (58 units). A map of Healdsburg affordable housing development locations can be found here: https://healdsburg.gov/DocumentCenter/View/18430/RestrictedAffordableHousing-24x36pdf

North Village
53 Units

Enso Village
30 Units

Saggio Hills
118 Units

Palomino Ct.
15 Units

Park Land Senior Apts.
23 Units

Canyon Run Apts.
51 Units

Arden
4 Units

Quarry Ridge
20 Units

Chiquita Grove
4 Units

Oak Grove Apts.
81 Units

Fanny Hill
1 Units

Sienna Pointe
1 Units

155 Dry Creek
58 Units

Monte Vina Apts.
23 Units

Healdsburg Glen
25 Units

Citrine Apartments
37 Units

Sorrento Square
6 Units

Farmstand
2 Units

721-723 Center St.
8 Units

Byfield Center St.
8 Units

Sonata Development
6 Units

Healdsburg Commons
2 Units

531-535 University St.
8 Units

Harvest Grove Apartments
44 Units

Grove Lofts
2 Units

Foss Creek Court Apts.
63 Units

Habitat for Humanity
2 Units

500 Piper
8 Units

Fitch Mt Terrace II Senior Apts.
20 Units

Fitch Mt Terrace I Senior Apts.
40 Units

Victory Studios & Apartments
11 Units

The Randall
41 Units

L&M Village
22 Units

Riverfield Homes
18 Units

3 Healdsburg Ave.
3 Units

Restricted Affordable Housing

Approved/Under Construction

Parcel

Municipal Boundaries

NORTH

0 0.05 0.1 0.2 Miles

HEALDSBURG: Affordable Housing Program Units

Map Date: 7/30/2024

Healdsburg GIS

DEPOT/HUDSON ST.

Estación propuesta de Depot/Hudson St.



VINE/WEST PLAZA/DOWNTOWN

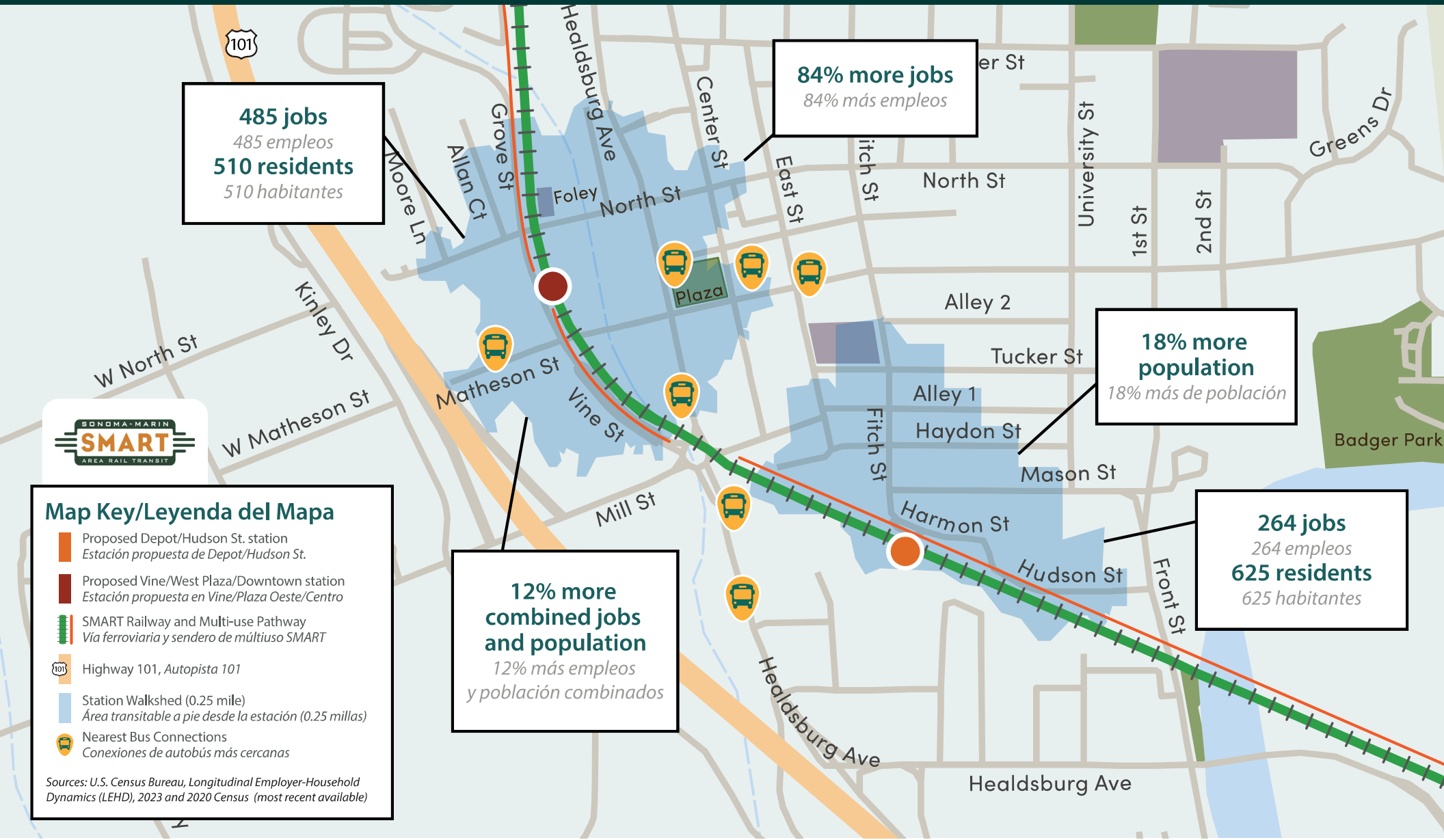
Estación propuesta en Vine/Plaza Oeste/Centro



SONOMA-MARIN SMART AREA RAIL TRANSIT

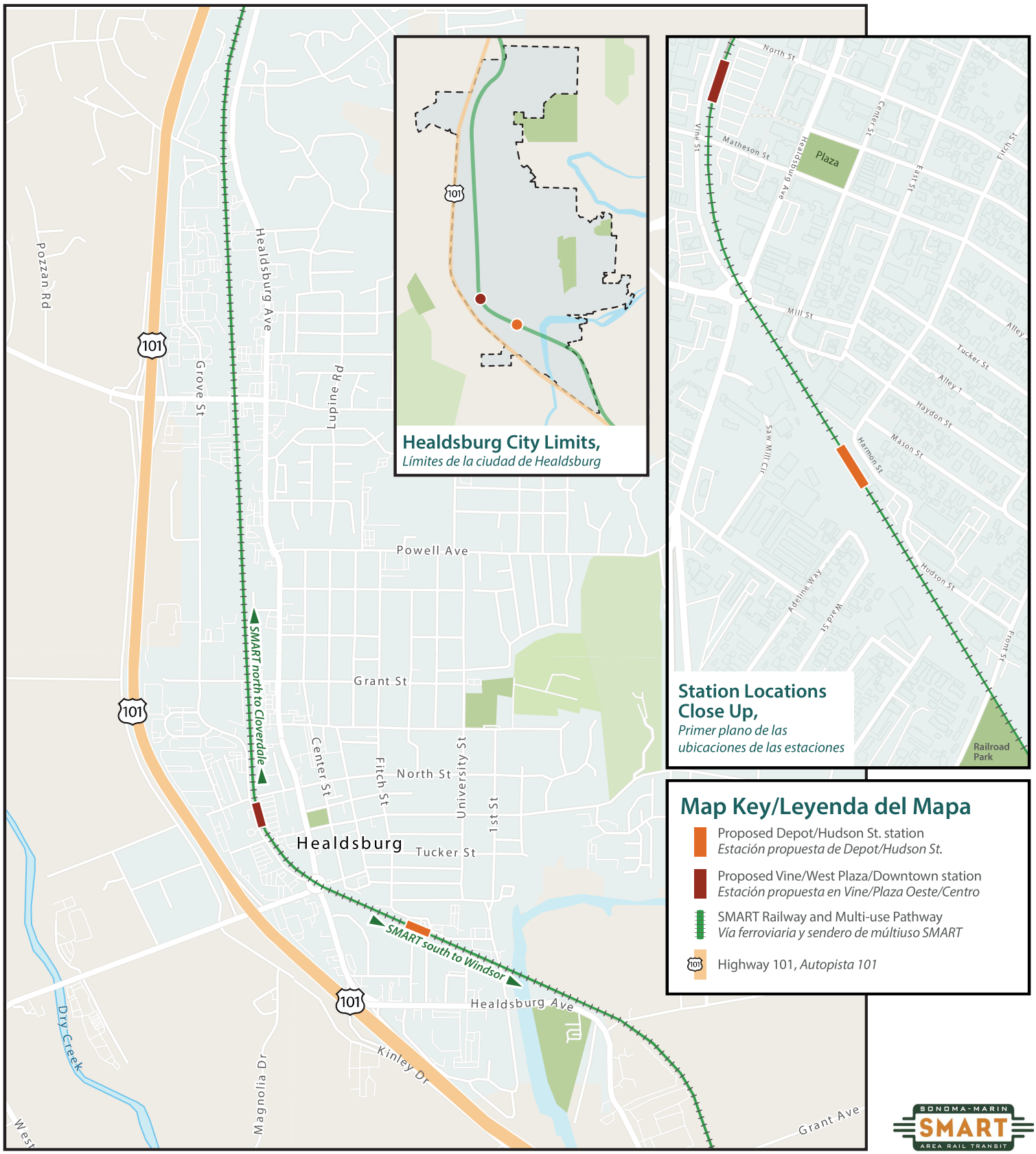
COMBINED EMPLOYMENT & POPULATION DENSITY

Densidad Combinada de Empleo y Población



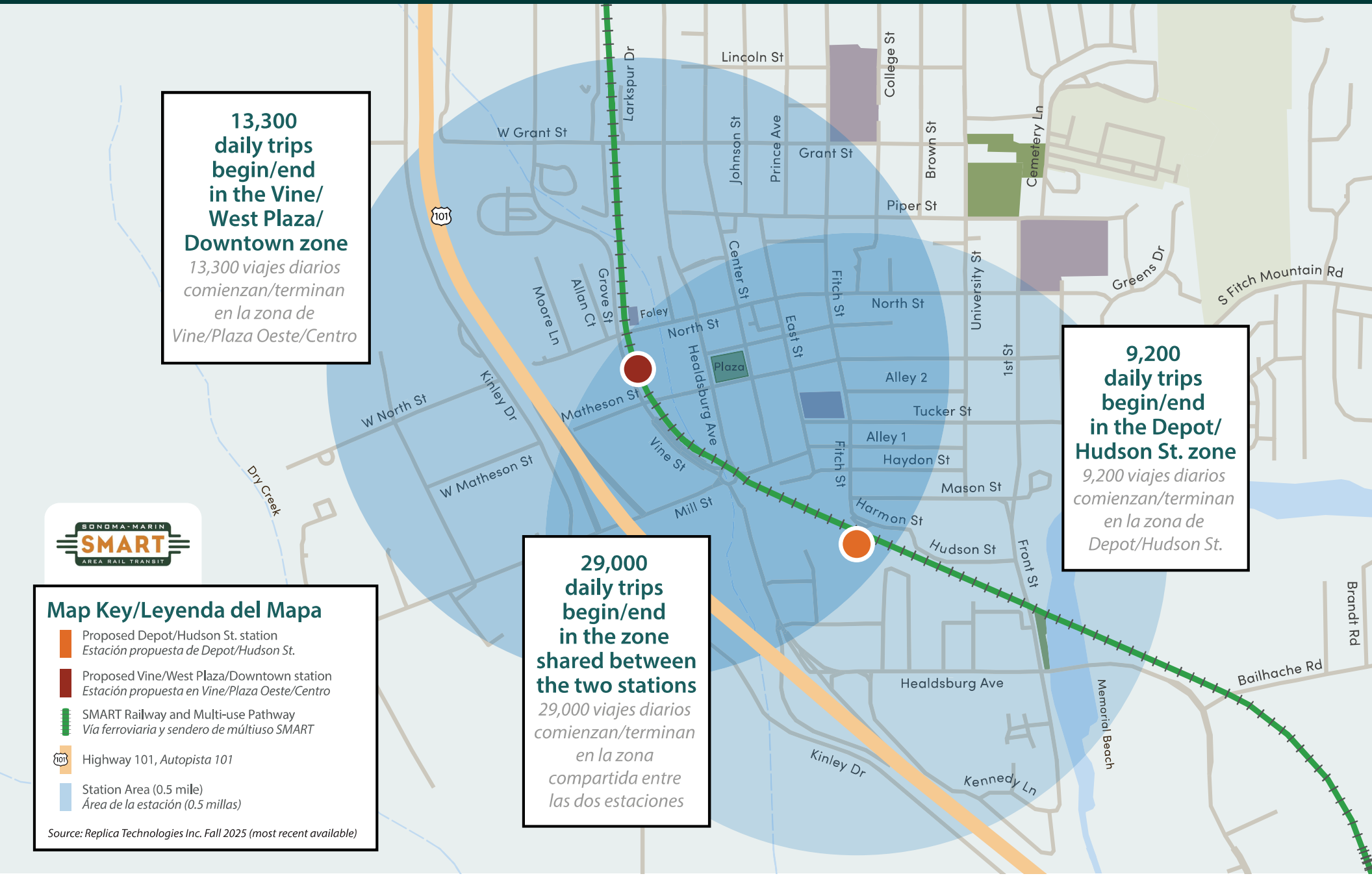
SMART HEALDSBURG STATION SITES BEING CONSIDERED

Ubicaciones que se están considerando para la estación SMART de Healdsburg



TRIP ACTIVITY & TRAVEL DEMAND

Actividad de Viajes y Necesidades de Transporte



REGARDLESS OF STATION LOCATION

Independientemente de la Ubicación de la Estación

- **The train will go through the roundabout on its way to Geyserville and Cloverdale.**
  El tren pasará por la rotonda de camino a Geyserville y Cloverdale
- **Sidewalks and connecting bus transit services will need to work for people.**
  Las aceras y los servicios de transporte público en autobús deberán ser funcionales para las personas.
- **A pedestrian track crossing at the Depot/ Hudson Street area connecting the Ward Street neighborhood will be constructed.**
  Se construirá un cruce peatonal sobre las vías en la zona de Depot/Hudson Street, que conectará con el vecindario de Ward Street.
- **SMART's property at the Depot/Hudson area will be developed with housing.**
  La propiedad de SMART en la zona de Depot/Hudson se destinará al desarrollo de viviendas.
- **SMART will work with the City to pursue renovation of the Depot buildings along with development of SMART property.**
  SMART colaborará con la Ciudad para impulsar la renovación de los edificios de la estación (Depot), así como el desarrollo de los terrenos propiedad de SMART.

Board of Directors Meeting:
November 18, 2026 – Public Comments
Hudson_Depot

Date	Name	7. Healdsburg Station Location Outreach Update
October 20, 2026	Bruce Abramson	In favor of the Hudson Street location. Is concerned about parking at the Vine Street location as well as the congestion it would bring to the area and the removal of trees. Wants to know lag time from roundabout to possible Vine Street location. Noticed both station location renderings show tree removal.
October 27, 2026	Dennis Agnos	Is against the Vine Street location. Does not want trees cut down along the pathway. He believes the town already decided does not want to do it again.
September 21, 2026	Katie Ambrosi	In favor of the depot location. She states that Healdsburg is more than just the plaza. Mentions the businesses near the depot and along the walking route to downtown that would benefit from this location. Believes the depot location would help that part of Healdsburg grow and be able to provide more parking than downtown.
September 23, 2026	James Andrews	Strongly opposed to the Vine Street location. Believes that the community has decided on the depot location and agrees that it is the best for the community. Says that the depot location aligns best with the community's plans for local infrastructure and growth.
September 23, 2026	William Arblos	In support of the Hudson Street location, including its current available parking. Suggests having a free shuttle at the station to address concerns about passenger access to downtown. Using this location will also tie in with planned housing near the depot location.
September 21, 2026	Jackie Baas	Does not understand the change of station location. Supports depot location. States that the depot location is close to businesses, an 8 min walk to the plaza and that the old depot could be restored. Vine Street would take away parking from commuters and disrupt traffic flows which would delay the completion. Would like a station at Enso Village.
October 21, 2026	Joan Berler	In favor of Hudson Street location. Believes that moving it to the Vine Street location would hinder the city's plans for the area and will create congestion on Grove and Vine Streets. States that trees, parking, flooding and inability to build the housing needed must be considered. Thinks depot station will best serve locals, visitors and the future city.
September 22, 2026	Karin Bernard	Healdsburg resident for over 35 years. Opposed to the Vine Street location and the removal of trees that would come with

		it. Believes the tree removal should be a bigger part of the conversation. Thinks that Hudson Street is a great blank slate with bus stops within a short walking distance. Does not believe people from Mendocino and Lake Counties will be coming to Healdsburg for the train. Very disappointed that this is being discussed again when it was previously decided on.
October 26, 2026	Kay Bernard	Regular SMART rider that looks forward to the station being at the Hudson location. Notes that traffic is already bad at Vine/North Street and putting the station there would make it worse. Also worries about rain and flooding at Vine Street. States that Healdsburg residents have been paying into the system and should get the Hudson Street location as that was what the community wants and will be best for all riders.
October 14, 2026	Laura Jean Bracken	In support of the Hudson Street location that was decided on 2 years ago. Believes the Vine Street location will cause a traffic nightmare for residents.
October 7, 2026	Laura Jean Bracken	Attended Healdsburg city counsel meeting on 10/5 and made a public comment about her support for the Depot location. She is against removing old oak and redwood trees at the vine location.
September 19, 2026	Carolyn Brenner	In favor of the depot location. Believes the location issue should not be reopened as it was already settles and widely accepted.
September 19, 2026	Carolyn Brenner	Thanked Mr. Edwards from the city for supporting the depot. She agrees that it is a better location.
October 8, 2026	Carolyn Brenner	Is upset about potentially losing beautiful views at Vine/Grove if the station is put there. Believes that the depot location is beautiful, won't be greatly changed by the station, and is not a far walk from downtown which makes it the best option.
September 19, 2026	CC Brenner	Believes that the current SMART location at the depot is better then Vine Street location near the farmers market on Grove.
September 30, 2026	Cynthia Buffa	Thinks that SMART should be concerned with what Healdsburg residents want as they will be using the train. States that residents favor the depot location and will be the core riders.
October 28, 2026	Cynthia Buffa	SMART board is heavy handed to overturn the city's wishes for the depot location. Healdsburg residents have the right to decide where it is located. The City council has already voted on the depot location.
September 23, 2026	Wanda Burzycki	40-year Healdsburg resident. Has advocated for the train and voted for the tax measure. Feels betrayed that the SMART board is reopening the discussion on the station location. Notes benefits of the Hudson location including community, environment, safety and needs of riders in

		consideration for this location. Also notes the negative impacts the Vine Street location would have on traffic, the environment, meeting riders needs and safety.
October 1 , 2026	Marie Butler	39-year Healdsburg resident. Supports the Hudson Street location. Voted for the tax measure under the assumption that the station would be at Hudson Street. Very surprised that Vine is being considered. Hudson Street is an area where development and growth can take place. Believes the data on the Vine Street location is outdated.
October 19, 2026	Jasmin Carles	Fully supports the Hudson Street location. Wants the trees on Vine Street left alone. Requests transparency about what trees will be removed as they hold a lot of value in the community. Believes SMART is disregarding the community's previously decided on location. Feels manipulated as resident and businessowner in Healdsburg.
October 7, 2026	Joan Clark	39 year Healdsburg resident. Fully supports the Hudson depot location.
September 20, 2026	Alan Cohen	39-year Healdsburg resident. Supports the depot location as he feels it provides opportunities for transit-oriented development near the depot, will work with the CHAP plan for the city and could encourage the refurbishment of the old depot. Notes that the depot site is about halfway downtown and potential housing on the other side of the bridge. The depot would also bring business to areas South of the plaza.
September 23, 2026	Alexa Cordtz	Long time resident of Healdsburg. Believes the station location should be decided by the people that live, work and run businesses in town. Mentioned Healdsburg's city plan and the money and time that has already gone into the development and plan to develop the area on the South side of town. Thinks that long term the depot will be the best location for the station.
October 14, 2026	Karen Cornwell	In full support of the depot station. Is frustrated as a Healdsburg resident that this is happening and causing possible delays and division in the community. Hopes the board will listen to the community.
November 11, 2026	Claire Cummings	More parking; cutting trees; believes the station will look industrial; noise and lights are an issue; Lived in UK where stations were located outside of town.
September 19, 2026	Dan	Supports the depot location. Believes the old depot is a much better option.
October 23, 2026	Ann Dekay	45-year Healdsburg resident. Asks SMART to consider all votes, discussions, and meeting over the past couple decades that decided on the depot location for the SMART train. Believes that if people do have any issues with getting downtown the community can do something to add a bus stop or have a shuttle. Against the idea of adding more traffic to downtown which the Vine location would do . Wants to

		keep the area accessible to all.
September 21, 2026	Ann Dekay	Has reviewed dozens of letters that have been submitted about the station location, but her opinion has not changed. She supports the station at the depot location. Notes there is not a good enough reason to consider moving it
September 21, 2026	Janet Del Fava	Supports the Depot location. Against additional traffic downtown if the station as put on Vine. Believes hotels can send shuttles for guests if they think it is too far to walk. Montage already does this for guests.
September 23, 2026	Danielle Derse	Supports Hudson Street location. Believes the Vine Street location would cause too much congestion. Bus systems and micro transit can adjust to the Hudson Street location.
September 21, 2026	Susan DiVico	Supports the depot location on Hudson Street. Don't want the station on that side of the roundabout/downtown.
September 19, 2026	Carol Dodson	Against the downtown location. Thinks it will cause even more traffic for residents.
September 19, 2026	Lynn & Ron Duff	Supporting the depot station location.
September 21, 2026	Duke	Supports the Hudson Street location. They oppose the downtown location. Downtown is already crowded and if needed another station can be added.
November 13, 2026	Ron Edwards	Provided a business survey
November 5, 2026	Christian Foley-Beining	Supports the Hudson Street location. Believes the Vine Street location would cause traffic issues and the loss of trees.
September 20, 2026	Marcy Frank	Station should remain at the Hudson Street depot site. Encouraged community art that can be created at and near the depot using old bridge parts.
September 28, 2026	Gwen Fyfe	Prefers the old Depot location. Parking is already bad.
September 21, 2026	Glenn G	Sent link to article about train depot controversy.
September 23, 2026	Gretchen Gause Niaki	Supports the Hudson Street location. Does not understand or support the station location discussion being reopened. Hudson Street will allow the community to grow and build south of the station.
October 21, 2026	Brian Geagan	Supports Hudson Street location. There is more room to grow at the depot and the Vine Street location would add additional traffic, congestion and the loss of trees.
September 29, 2026	Eileen Gittens	She and her husband both oppose the Bine Street location. Worried that large train loads of people
October 6, 2026	Eileen Gittens	In favor of a Healdsburg shuttle for those who can't or don't want to walk downtown from the Hudson Street depot.

September 21, 2026	Amanda Gray	Supports the historic Hudson Street depot. Downtown is too busy already.
September 21, 2026	Fred Guido	Support the Hudson Street depot site. Redeveloping that area will help preserve historical values of the community. Downtown will just add to congestion, noise, loitering and other environmental concerns.
November 5, 2026	Tara Harrell	Supports Hudson Street location. Future housing and development around the depot are in the planning stages.
October 27, 2026	Tara Harrell	Supports the Hudson Street location. This location plans for the future of Healdsburg as it continues to grow and change.
September 21, 2026	Jenny Hess	In support of the Hudson Street location and new housing in that area.
October 15, 2026	Michael Hoevel	Supports Hudson Street location. Mentioned previous city council vote supporting this location. Believes Vine street will create too much traffic, delays and increase number of idling cars.
September 21, 2026	Holly Hoods	In support of the depot location.
September 23, 2026	Nadya Hristeva	Supports depot location and mentions two empty parking lots already available on Hudson Street. Believes the Vine Street location would cause additional congestion, and the area would become undesirable for local residents.
September 26, 2026	Steve & Diane Ineich	In favor of the depot location. Believes majority of residents support this location and was unhappy that the board is considering changing it.
September 27, 2026	Jon Kaiser	Supports the depot location and believes that Vine Street would cause additional traffic and hinder the movement of residents.
September 21, 2026	Carol-Ann Korpi	Believes the old depot is the best location for the new station. Wonders if the owners of the expensive units in the Mill District will have issues with the train station being close to them.
September 21, 2026	Tessa Kraft	Supports the old depot for the new station location.
September 22, 2026	Chrissy Lancieri	In support of the depot location. Thinks that the depot will benefit the community and not just tourists.
October 26, 2026	Gerry Lazzareschi	Supports the Hudson Street location. Wants the leaders to listen to the community and chose this location.
September 22, 2026	Nick Lindemann	Believes Hudson Street is the right choice. The depot location will connect communities and areas while Vine Street will just add to the congestion.
September 19, 2026	Larry Machi	Supports the old depot location. Wants to make sure that City Counsel listens to the people of Healdsburg and their selection of the depot location.

October 14, 2026	Lourdes Macias	Does not think the Vine Street location will work in the long term. Since the residents are the ones who will have to deal directly with the traffic and crowding the city should listen to their requests for station location.
September 19, 2026	Robert Mahon	Old depot.
September 28, 2026	Robert & Robin Mahon	Residents of Healdsburg that support the Hudson Street location.
September 21, 2026	Ed Matney	Supports the depot station. Does not support the station near the roundabout/downtown area.
October 6, 2026	Rachel Mayorga	Business owner in Healdsburg that worries the parking at Vine Street will be even worse for businesses if the station is moved to Vine Street. The walk adding a couple extra minutes to the commute is worth it to make downtown less congested.
September 21, 2026	Mark McMullen	Requests that the Board evaluate updated demographic data, review historical bus turns, assess the impacts of Farmers' Market street closures, and confirm transit agency support before choosing the Vine St. location.
October 27, 2026	Carol McKnight	Opposes the Vine St. station location because it would eliminate a vital local route used to reach daily errands and avoid tourist traffic on Healdsburg Ave.
November 12, 2026	Carol McKnight	Not a far walk from the depot.
September 23, 2026	Eddie Merideth	Prefers the depot location over downtown due to parking limitations, tourist congestion, and local plaza/Foley Pavilion events, urging SMART to follow community and City Council preferences.
September 28, 2026	Gretchen Meyer	Supports the Hudson St. location due to preservation of the historic depot, available parking, efficient access to downtown and the Mill District; concerned that the Vine St. option could face opposition, added costs, and delays.
September 23, 2026	Lisa Michaels	Opposes moving the station downtown, urging SMART to honor the community's preference for the Hudson St. site to avoid parking loss, unlock needed workforce housing funds, and bring foot traffic and business to a neglected area just a short flat walk from town.
September 21, 2026	Susan Mitchell	Opposes moving the location of the train station.
October 24, 2026	Ann Marie Montecuolo	Supports the depot location over Vine St. to avoid roundabout traffic, downtown parking shortages, and safety issues, while

		better serving low-cost housing commuters near the Mill District. Believes Healdsburg residents' preferences should take priority over outside feedback.
September 23, 2026	Miranda Mota	Supports the Hudson St. depot location, citing planned housing and infrastructure development, future downtown growth, access via the Foss Creek Pathway, and concerns about Vine Street traffic, parking, and pedestrian/bicycle circulation. Believes long-term planning should take priority over current transit routes and activity.
September 23, 2026	Anne & Mike Muller	Support the Hudson St. depot location, citing available space for the platform and parking, proximity to schools and businesses, and planned south-end development. Oppose Vine Street due to existing traffic and pedestrian congestion, limited parking, and potential removal of mature trees.
September 20, 2026	Anne Muller	Supports the Hudson St. depot location, agreeing with the City Council's 2024 decision due to its ample space for tracks and parking while avoiding the congestion, construction disruption, and reduced parking of the alternative site.
September 19, 2026	Mike Muller	Supports the depot location as the most logical and cost-effective option for regular commuters, urging not to move the platform to Vine St. where it would worsen parking and traffic issues.
October 2, 2026	Marcy Murphy	Supports the Hudson St. depot location, noting that luxury tourists will still drive rather than take the train, while local and regional commuters need the ample parking Hudson St. provides; urges SMART to respect the existing consensus of Healdsburg residents and the City Council and avoid worsening downtown neighborhood parking congestion.
September 25, 2026	Joe Nagan	Supports the depot location.
September 29, 2026	Kathy Napolitan	Supports the Hudson St. location.
September 24, 2026	Brooks Nelson	Believes SMART bypassed and ignored Healdsburg residents and the City Council on the station location, suggesting voters consider repealing the 30-year sales tax extension.
October 22, 2026	Jennifer Nelson	Opposes the Vine St. station location in favor of the Depot, citing concerns over tree and shade loss, reduced parking, and increased traffic congestion.
October 5, 2026	George & Lisa Nieto	Supports the depot location, citing concerns that a Vine St. location would worsen existing traffic backups to the freeway.

September 18, 2026	Tom Ohair	Questions why SMART is continuing to push for an alternative station site after the City already chose the depot, asks whether the Citizens Oversight Committee represents the Healdsburg majority, and notes that the Congressman's office indicated the decision belongs to the Healdsburg City Council.
September 28, 2026	Tom Ohair	Supports the depot location.
September 30, 2026	Noelle Ottoboni	Supports the depot location, stating that a Vine St. location would cause unnecessary traffic congestion and delays for residents.
October 20, 2026	Jacky Leibow	Supports the depot location, noting existing infrastructure and that any other site would cause major disruption.
September 19, 2026	Jody Patraka	Supports the depot location.
September 18, 2026	Nick Peay	Supports the depot location, noting prior community support, existing infrastructure, ample parking, negligible walking distance, and already over-subscribed downtown parking.
September 18, 2026	Nick Peay	Supports the depot location rather than downtown, noting that public opinion was already solicited and firmly favored the old site.
September 23, 2026	Elizabeth Pembroke	Supports the depot site over downtown, noting that a downtown station would worsen parking shortages, traffic congestion, street crossings, and emergency access while urging SMART to respect the City Council's previous decision.
September 29, 2026	Dan Pizza	Supports the Hudson St. depot location, citing concerns over increased traffic, loss of limited parking, and the removal of heritage trees.
September 29, 2026	Dan Pizza	Supports keeping the train station at its current location.
September 19, 2026	Gregory Quacchia	Supports the depot location, noting that it is better for local residents rather than tourists.
November 8, 2025	Annalise Rackerby	Supports locating the SMART station at the Hudson St. depot rather than Vine St., citing the revival of local history and avoiding construction disruption, street overcrowding, and the

		removal of historic trees.
October 13, 2026	Myrtle Rochioli	Supports the Hudson St. depot location, citing completed CEQA studies, established city planning, future south-end housing and business development, available parking, and convenient access for local riders; opposes Vine St. due to traffic and parking congestion, flood risks, potential heritage tree removal, and concerns about project delays and survey bias, urging SMART to prioritize Healdsburg residents' input and long-term transportation needs.
September 23, 2026	Darci Rosales	Supports retaining the Hudson Depot location, citing longstanding community planning, existing infrastructure improvements, and concerns about adding congestion to downtown. Supports expanding the Zipcar partnership to Healdsburg, noting the Hudson Street location could accommodate car-sharing and improve access for visitors exploring beyond downtown.
October 30, 2026	Pamela Rudd	Supports the historic Hudson St. Depot location, citing prior City Council decisions, preservation of downtown character and history, and concerns about Vine St. traffic, parking displacement, tree removal, and public space impacts, while requesting transparency, disclosure of potential conflicts of interest for dual-capacity officials, and a full side-by-side comparison of both locations before any final decision.
October 5, 2026	Rachel S	Supports the depot location, stating that the location was already properly decided.
October 24, 2026	Joseph Saccone Jr.	Supports the historic Hudson St. depot location, citing concerns about flooding at the Vine Street site and potential maintenance costs. Believes the walk from Hudson Street to downtown is reasonable and that a closer station location is unnecessary.
September 26, 2026	Barbara Scavullo	Opposes reconsidering the Healdsburg station location and supports keeping it at Hudson St., noting that moving it to Vine St. would increase parking demand, lead to more downtown land being converted into parking lots, and negatively impacting the character of downtown Healdsburg.
September 19, 2026	Barbara Scavullo	Opposes moving the station location, stating that the issue was already thoroughly explored years ago and sees no purpose in reopening the conversation.

September 19, 2026	Bob Scavullo	Supports the former depot location rather than reconsidering the site, noting available parking and suggesting that the Sonoma County Transit Healdsburg shuttle bus could easily coordinate its schedule to meet arriving trains.
September 19, 2026	Linda Schroeter	Opposes reconsidering the station location, citing existing parking, nearby businesses that would benefit, and community support for the previously selected location. Believes reopening the decision wastes time and resources, stating that the issue was already previously thoroughly explored.
November 13, 2026	Nancy Seppi	Supports Hudson
October 14, 2026	Cynthia Shattuck	Supports the Hudson St. depot location, citing concerns about significant traffic impacts if the station is moved to Vine Street.
September 25, 2026	Steven Sigley	Supports the depot Hudson St. location, citing long-term city planning, potential commercial redevelopment between the Depot and the Plaza, and close proximity to current and future housing, while opposing any last-minute location changes that disregard residents' preferences and future development needs.
September 14, 2026	Carole Somma	Supports keeping the station at the Hudson St. depot location as originally planned rather than moving it downtown, noting that a downtown site would create severe traffic congestion.
September 22, 2026	Lesley Stansfield	Supports the Hudson Street depot location.
September 22, 2026	Jen Stark	Supports the Hudson St. location over Vine St., citing its walkability to downtown, ample parking, and proximity to the Mill District; concerned that the Vine St. stop would remove needed parking and worsen traffic congestion in an already impacted area.
October 28, 2026	Vicky Steel	Supports keeping the SMART station at the Hudson St. depot location, citing its potential to revitalize underutilized space in that area and raising concerns that moving it to Vine St. would cause traffic congestion, unnecessary train crossings at the roundabout, limited downtown parking, and the removal of heritage trees.
September 23, 2026	Lisa Steinkamp	Supports the depot location, citing its proximity to downtown and concerns about Vine Street tree removal, increased construction costs, and parking congestion. Expresses frustration that residents' preference for the depot is being reconsidered and feels the process is disrespectful to the

		community.
September 21, 2026	Pete Strebel	Supports the existing depot location, citing walkability to downtown, potential for expanded parking, accessibility accommodations, and all-day parking for northern commuters. Opposes the proposed Healdsburg Lumber site, citing its unsuitability and lack of community support. Requests delaying approval and gathering additional public input.
October 22, 2026	Michael Strider	Supports the Hudson St. depot station location, citing better parking, access to future development, and proximity to the Russian River. Raises technical and safety concerns about the Vine Street site's curved track alignment, switch placement, signal installation costs, maintenance, and potential limitations on future train expansion.
November 4, 2026	S Tellyer	Supports the Hudson Street location, citing greater capacity for parking, shuttles, housing, and future development. Raises concerns about Vine Street flooding, traffic congestion, heritage tree removal, limited parking, and potential disruptions from longer trains. References photos documenting downtown flooding in 2014 and flooding near North and Grove Streets in January 2026 to support concerns about flood risk at the Vine Street site. Also questions potential bias in the station location survey.
September 18, 2026	Mike Tramontin	Supports the depot location.
September 23, 2026	Monique Verrier	Supports maintaining the City Council's original decision for the Hudson St. depot location, citing existing traffic congestion and greater flexibility to accommodate future changes brought by SMART, while also requesting that Board Member Ariel recuse herself from the discussion due to potential conflicts of interest.
Letter not dated	Monique Verrier	Supports the Hudson St. Depot, citing strong community preference, future development, nearby housing, available parking, and better access to recreation, while opposing Vine St. due to traffic congestion, loss of parking and mature trees, and intersection impacts. Additionally challenges SMART's ridership and demographic analysis for overlooking planned growth and using inconsistent criteria, and urges SMART to honor the City Council's prior direction to proceed with Hudson.

October 2, 2026	Warren Watkins	Opposes moving the SMART station into downtown, urging the board to protect downtown Healdsburg, respect the repeated preference of town voters, and resist pressure from business interests seeking financial benefit.
September 22, 2026	Gary Wilson	Opposes the Vine St. station location, characterizing SMART's presentation as biased and misleading while raising concerns about future safety gate requirements at Matheson and North streets, flooding risks in the historic Foss Creek drainage area, and the adequacy of environmental review, noting that residents would demand an Environmental Impact Report (EIR) if the board votes to relocate.
September 18, 2026	Gary Wilson	Supports retaining the original Depot station location, citing repeated past public reviews, adequate parking, proximity to Memorial Beach, and a short one-block walk to the Plaza without triggering roundabout safety gates, while opposing the Vine St. site due to West Plaza parking loss, roundabout traffic interference, and concerns that longer multi-car trains would simultaneously block Matheson and North streets.
September 23, 2026	Natalie Winkler	Supports keeping the Healdsburg station at the Hudson Street location, citing the City Council's February 2024 decision following public outreach and review of both locations. Raises concerns about Vine Street traffic, parking, tree removal, and impacts to the Foss Creek Pathway. Notes that transit access can be addressed through alternative bus service, shuttles, microtransit, and bike and pedestrian connections, and emphasizes planning for Healdsburg's long-term needs.
September 18, 2026	V Wong	Supports keeping the train station at its original location, stating that it makes more sense than the downtown location.
November 6, 2026	Vanessa Wong	Supports the Hudson St. Depot location, citing greater parking capacity, available space, environmental responsibility, and lower potential taxpayer costs compared with Vine St., while noting that its 8-minute walking distance to the Plaza is reasonable for transit users, Farmers' Market data shows most tourists drive from outside Sonoma County, and moving the station would leave residents feeling unheard.
October 14, 2026	Dixon Wragg	Supports the Hudson St. depot location, stating that it will best serve the needs of Healdsburg residents and that local priorities should come first.

From: [redacted]
To: Board Questions
Cc: [redacted]t
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 with 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

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[redacted]

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 Stret 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: [redacted]
To: Board Questions
Cc: redwards@healdsburg.gov
Subject: Use HUDSON Depot in Healdsburg
Date: Tuesday, October 27, 2026 8:00:58 AM

Hi there,

I am emailing you all today to let you know that my vote is for the SMART train depot to be located at the historic Hudson Street Depot. Why on Earth would you put it anywhere else?

If located on Vine Street, you will not only be cutting down dozens of beautiful shade trees along the bike and walking path but changing an already cluttered and busy landscape.

DO NOT PUT THE DEPOT ON VINE STREET.

The town had already spoken about the location. Why must we advocate again?

--
dennisagnos[redacted]

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Raina Allan

From: Katie Ambrosi <[redacted]>
Sent: Monday, September 21, 2026 10:25 AM
To: City Council
Subject: [EXTERNAL] - Depot Location

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

Hello,

I am a Healdsburg resident at [redacted], Healdsburg, CA 95448 i am writing to say that i hope SMART Board keeps the depot as the SMART stop in Healdsburg. While I understand the concern that a more downtown location is thought to increase ridership, i would argue this spot is downtown already. **Healdsburg is more than just the Healdsburg Plaza**. There are businesses near the depot and all along the route from the depot through town--and in fact, all the way to the north side of town. The parking at the depot is better for those who will want to take the train out of Healdsburg. Revitalizing the depot area with an actual train stop once again will add more to the character of Healdsburg. I can't wait to take the train.

I plan to attend the council meeting tonight if I am able, but if not, felt it was important to write in my thoughts.

Sincerely,
Katie Ambrosi

--
Katie Ambrosi
[redacted]

From: Julia Gonzalez
To: Kyreen Jorgensen
Subject: Fw: Healdsburg Train Depot location
Date: Thursday, September 24, 2026 8:40:45 AM

Julia Gonzalez
Sonoma-Marin Area Rail Transit District
Communications and Marketing Manager
Office: 707-794-3063
Mobile: 707-981-1028

From: James Andrews <[redacted]>
Sent: Wednesday, September 23, 2026 10:03 AM
To: Eddy Cumins <ecumins@sonomamarintrain.org>; Separated - Heather McKillop <hmckillop@sonomamarintrain.org>; Bill Gamlen <BGamlen@sonomamarintrain.org>; Marc Bader <mbader@sonomamarintrain.org>; Julia Gonzalez <jgonzalez@sonomamarintrain.org>; Jessica Sutherland <jsutherland@sonomamarintrain.org>; Jennifer McGill <JMcGill@sonomamarintrain.org>; Jon Kerruish <JKerruish@sonomamarintrain.org>
Subject: Healdsburg Train Depot location

Dear Mr Cumins,

I am writing to express my strong opposition to placing the proposed SMART train station near downtown Healdsburg, as discussed in recent reports.

Both the residents of Healdsburg and our city council have consistently expressed a clear preference for locating the station on the south side of town near the existing historic depot. This location aligns best with our community's vision for traffic flow, neighborhood integration, and local infrastructure.

Downtown Healdsburg is already a vibrant, high-traffic hub, and placing the station there will create severe congestion and logistical challenges. The community's overwhelming consensus is that the south-side site is the right choice for residents and commuters alike.

I strongly urge SMART to listen to the community and respect the city council's position by placing the depot at the existing south-side location.

Sincerely,

James Andrews

James Andrews [redacted] **(cell)** [redacted]

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please notify the original sender immediately by telephone or by return e-mail and delete this message along with any attachments.

Outlook

[EXTERNAL] - Hudson Street Station

From William Arbios <[redacted]>
Date Wed 9/23/2026 5:45 PM
To Ronald Edwards <REdwards@Healdsburg.gov>

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

Hello! We strongly support the use of the existing historical Hudson Street railroad infrastructure including existing parking and oppose the construction of a new facility on Vine Street. Coordinating the use of the existing free shuttle system with the Smart train schedule can easily address any concerns about passenger access to or from the downtown area. Using the existing infrastructure also dovetails neatly with the planned expansion of housing in the area to the south, maximizing use of the Smart system.
Respectfully,
Bill and Susan Arbios

Sent from my Galaxy

Raina Allan

From: Jackie Baas <[redacted]>
Sent: Monday, September 21, 2026 12:05 PM
To: City Council
Subject: [EXTERNAL] - Yes! to Depot location for Smart Train stop; No to downtown location

Importance: High

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

The proposed last-minute location switch for the Smart Train stop makes absolutely no sense:

1. The old depot is close to businesses in an expanding area of Healdsburg.

2. It's an 8-minute walk to the Plaza

3. Healdsburg would lose the opportunity to restore the old station, currently an eyesore, potentially a welcoming gateway to the city.

4. Healdsburg would lose significant downtown public parking to commuters. Downtown parking is crucial to businesses and public events.

5. The change would mean disrupting the traffic rotary, potentially delaying timely completion of the project.

North Healdsburg is also an expanding area. My suggestion is to instead add a second stop at Enso Village when the line is extended to Windsor.

Thank you for your kind attention.

Jacquelynn Baas

[redacted]
Healdsburg, CA 95448

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]

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

From:	Kay Bernard
To:	Board Questions
Cc:	redwards@healdsburg.gov; Ariel Kelley; cherrod@healdsburg.gov; emitchell@healdsburg.gov; dhagele@healdsburg.gov
Subject:	In Favor of Hudson Street Station
Date:	Tuesday, September 22, 2026 3:57:14 PM

Hello, my name is Karin Bernard and I have been a resident of Healdsburg for over 35 years.

I am adamantly opposed to putting the Healdsburg station at North and Vine.

Amongst the many things wrong with this proposal the wholesale clear cutting of the trees on the entire block is the worst part. This facet of your plan should be front and center of any presentation given so people can respond in a timely way to this unnecessary sacrifice of mature shade trees which make up one of the nicest blocks in downtown Healdsburg.

Also, the loss of the parking spaces in that lot will be detrimental for those visitors who come by car.

The Hudson Street site is perfect, a blank slate, with bus stops within a short walking distance. It is naive for SMART to think that people from points north like Cloverdale and Lake and Mendocino County won't be coming to Healdsburg by car and taking the train.

What is the point of adding more automobile traffic to an already congested area at North and Vine? People will be driving to this station to pick up and drop off passengers. There is much more room for this at Hudson Street.

I am not even going to get into the presentation given to the City Council last night except to say it was biased and contained incorrect data to which purpose I can only guess. Not including the absolutely walkable part of Healdsburg Ave South of the train tracks in the numbers for residents and businesses was disingenuous at best.

I will end by expressing how very disappointed I am in SMART to even be presenting this idea all over again when it was and is apparent that the majority of Healdsburg residents want the station at Hudson Street. Most residents are excited for the train to arrive, finally, but you sure know how to take the fun out of something. We all have better things to do than relitigate this issue.

The idea that a minority of people, some of whom are not even Healdsburg residents, should have a greater say in where the station goes is just plain insulting.

I look forward to a robust survey that clearly explains what is at stake here so people can make truly informed answers, and which is clear about the fact that both stations are about equidistant to the Plaza. It is ridiculous to say we need to have the station at North and Vine because visitors will not come to Healdsburg because they've heard the station is located a few blocks south of the Plaza instead of a few blocks north of the Plaza.

Thank you for your time in addressing this matter.

Sincerely, Karin Bernard

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From: Ariel Kelley
To: Kyreen Jorgensen
Subject: Fw: [EXTERNAL] - I support Hudson Street station
Date: Monday, October 26, 2026 6:22:14 PM

ARIEL KELLEY | Councilmember

(she/her/hers)
City of Healdsburg, California

401 Grove Street, Healdsburg CA 95448

707-385-1282 cell and text

From: Kay Bernard <[redacted]>
Sent: Monday, October 26, 2026 11:17 AM
To: Board@sonomamarintrain.org <Board@sonomamarintrain.org>
Cc: Ariel Kelley <akelley@Healdsburg.gov>; David Hagele <dhagele@Healdsburg.gov>; Chris Herrod <JHerrod@Healdsburg.gov>; Evelyn Mitchell <emitchell@Healdsburg.gov>; Ronald Edwards <REdwards@Healdsburg.gov>
Subject: [EXTERNAL] - I support Hudson Street station

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

As a regular rider and vocal proponent of SMART since it's inception I am looking forward to getting on the train at the Hudson Street Depot. I will be able to comfortably walk or ride my bike down Fitch Street without encountering the morass of traffic that currently exists at North and Vine and which will only be made worse if the platform goes there. Ease of access for cars dropping off and picking up is critical. Easy parking for riders is also critical if you want people to actually get on the train. If people can't park they will continue to use their cars.

Speaking of access, the Vine/North Station area floods with heavy rain and the platform will be inaccessible during those flood events. It is critical that the platform be accessible at all times and only the Hudson Street site ensures that. Also, SMART would be creating parking demand while at the same time decreasing supply. Nothing will change that reality . The unwillingness or inability of SMART staff to answer any questions in a way that the whole community can hear both questions and answers has yielded a incredibly disappointing community presentation last Thursday which has left me with a very poor impression of SMART's capabilities in general.

I call upon SMART Board members to make decisions based upon informed objective criteria and not based on subjective personalized opinions formed from their own preferences.

I would like to remind SMART that Healdsburg residents have been paying into this system from the very beginning and we want the platform situated at a place that will serve all riders not just a select few monied passengers who are to be directed to high end dining, tasting rooms and boutiques. Every paying rider should be viewed as equal regardless of their ultimate destination whether it be to free things like walking to the Russian River or to the Healdsburg Museum, or spending money at businesses. If SMART conceives it's mission is to be part of the business arm of a community and is only interested in promoting commerce it should be honest about that instead of hiding behind textbook talking points that don't mean anything in the real world.

In short, planning to put the station in a flood plain is stupid and SMART needs to stop this nonsense immediately and move seamlessly forward with our station so the train can finally get to Healdsburg. We have waited long enough already and to be presented with this half baked idea at the eleventh hour which is sure to him up the works is infuriating.

Sincerely, Karin Bernard, Healdsburg
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Raina Allan

From: Faxon Bishop <[redacted]>
Sent: Monday, September 21, 2026 4:45 PM
To: City Council
Subject: [EXTERNAL] - Train Station

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Hello,
Please leave the train station location at the Hudson Street depot. It's fine there. We don't need to make downtown any busier.
Thanks
Faxon Bishop
[redacted]

From: Laura Jean Bracken
To: Board Questions
Subject: Preferred Location for SMART train in Healdsburg
Date: Wednesday, October 14, 2026 9:42:15 AM

Good Morning Board of SMART train,

I am writing in support of the original SMART train location for Healdsburg which was decided to be at the Depot on Hudson Street 2 years ago.

Alternatively, your proposed location at Vine Street will be a traffic nightmare for local residents like me as well as for tourists!

Please do the right thing and honor our preference for the original Depot location on Hudson Street. We live here and we know our town best...

Laura Jean Bracken

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From: Ariel Kelley
To: Kyreen Jorgensen
Subject: Fw: [EXTERNAL] - SMART Train Location for Healdsburg
Date: Thursday, October 8, 2026 8:06:33 AM

ARIEL KELLEY | Councilmember

(she/her/hers)
City of Healdsburg, California

401 Grove Street, Healdsburg CA 95448

707-385-1282 cell and text

From: Laura Jean Bracken <[redacted]>
Sent: Wednesday, October 7, 2026 7:35 PM
To: Ronald Edwards <REdwards@Healdsburg.gov>; Chris Herrod <JHerrod@Healdsburg.gov>; Ariel Kelley <akelley@Healdsburg.gov>; Evelyn Mitchell <emitchell@Healdsburg.gov>; David Hagele <dhagele@Healdsburg.gov>; Jeff Kay <jkay@Healdsburg.gov>
Subject: [EXTERNAL] - SMART Train Location for Healdsburg

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Good evening City Council Members,

I attended Monday night's CC Meeting on 10/5 regarding the Gallagher Senior Living development and made a "non-agenda" public comment about the SMART train location preference. To reiterate, I am in support of the **original** Depot location that was decided by City Council 2 years ago, and obviously surprised that SMART is now considering the Vine Street location for their dubious various reasons.

As a walking/running enthusiast living in Healdsburg, I am also very concerned about tearing down those beautiful old (100 years+) redwood and oak trees that have now been

"tagged" for removal for the Vine Street location. And now we have another very concerned citizen who has wrapped the potential "tear down" trees with ribbons along that proposed route on Vine Street.

To see how many beautiful heritage trees would be cut down is just disastrous on so many levels, (climate change?) and I cannot believe that this is even being considered.

Please do the right thing for our local citizens and our environment and vote this new Vine Street location down.

Respectively,

Laura Jean Bracken
[redacted]

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Raina Allan

From: David Hagele
Sent: Saturday, September 19, 2026 11:10 AM
To: Carolyn Brenner; Raina Allan
Subject: Re: [EXTERNAL] - Depot

Thank you :)

David Hagele
Councilmember,
City of Healdsburg

> On Sep 19, 2026, at 10:02 AM, Carolyn Brenner <[redacted]> wrote:
>
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>
>
> Please keep the old location smart train station and the one already voted on.
>
> The issue should not be reopened and is divisive to do so. It was already settled and widely accepted.
>
> Thank you!

Outlook

[EXTERNAL] - Old depot please

From Carolyn Brenner <[redacted]>
Date Sat 9/19/2026 8:59 AM
To Ronald Edwards <REdwards@Healdsburg.gov>

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Dear Mr. Edwards,

Thank you for supporting the old depot location.
The old depot is much better.

No to vine.

Thank you!

From: Kyreen Jorgensen
To: Kyreen Jorgensen
Subject: FW: [SMART Customer Service] Re: FW: [EXTERNAL] - Stunning place to disembark
Date: Thursday, October 8, 2026 8:22:18 AM

From: Carolyn Brenner <[redacted]>
Date: September 24, 2026 at 6:05:15 PM PDT
To: David Hagele <dhagele@healdsburg.gov>
Subject: [EXTERNAL] - Stunning place to disembark

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Hi again -

Have you looked at the views from around the old depot? We are losing beautiful views along Grove Street due to the buildings blocking the sightlines to hills, blocking all the vistas.

Not so at Old Depot!

We can argue that more people will come to Healdsburg on the train with this stunning place to disembark. No one is going to drive rather than come on the train because of the tiny four minute walk from Home Depot to lo and behold. It is very close.

What will get more visitors is something unique to offer. An old timey place to disembark with an old train station is a destination on its own. Especially with this view. Especially when a crowded busy urban place to disembark is already on offer at other towns.

Also – every single person who visits here is going to go to the plaza. What they will miss are the other areas. The old Depot area can be developed, bringing even more riders. If smart train doesn't go to old Depot then that area won't be developed nearly as quickly maybe delaying it decades. Therefore, the ridership is potentially lower.

Old Depot is close for people going to THS. St. John's is only .23 miles

away less than a quarter mile. These s school are large employers with many students who could take the train. That is more riders.

Even if the other spot is more convenient for some riders, it's not significantly more convenient for them to choose different transportation. We are talking about a four minute walk to Lo and behold and similar short walk to St. John's and acorn. These places are very close to the old depot. Acorn is .34 miles to the old depot.

Whoever is saying the depot is 1/2 miles from the town is either wrong or playing dirty tricks.

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Outlook

[EXTERNAL] - SMART Train Location

From [redacted] <[redacted]>
Date Sat 9/19/2026 9:26 AM
To Ronald Edwards <REdwards@Healdsburg.gov>

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Dear Mr. Edwards,

The current SMART train location near the Mill District is better than the farmers' market on Grove. Please support the original depot location.

Thank you,
CC Brenner
Healdsburg Resident
User of the SMART Train every day for all four years of high school

From: district3
To: Kyreen Jorgensen
Subject: FW: Healdsburg Depot
Date: Wednesday, September 30, 2026 1:00:12 PM

-----Original Message-----
From: Cindy Xfinity <[redacted]>
Sent: Wednesday, September 30, 2026 10:29 AM
To: district3 <district3@sonomacounty.gov>
Subject: Healdsburg Depot

EXTERNAL

The residents of Healdsburg should be the concern for SMART since they are the ones using the train. Residents favor the depot location. Tourists may or may not take the train on weekends but we are the core riders.
Cynthia Buffa
Sent from my iPhone

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From: Cynthia [redacted]
To: Board Questions
Subject: Healdsburg Station
Date: Wednesday, October 28, 2026 10:11:28 AM

The residents of Healdsburg should have the right to decide where the station in Healddsburg is located. The City Council has voted and the people agree on the Depot location.
It is heavy handed to say the least to have the Smart Board override those wishes.

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From:	WANDA BURZYCKI
To:	Board Questions; COC
Subject:	Keep Hudson Station for SMART
Date:	Wednesday, September 23, 2026 3:59:30 PM

To the SMART Board and Members of the Citizens Oversight Committee:
For years I have advocated for SMART and voted for every financial measure. However, your decision to reopen the discussion concerning the Healdsburg station location is a betrayal of the fundamental reasons for my support. I always believed the SMART Board made plans based on the recommendations of local communities, environmental factors, safety, and realistic needs of existing and potential riders. But your ignoring of Healdsburg City's recommendation undermines that belief. I cannot maintain my support unless you abide by the original reasons for the Hudson station. To review a few of them:

Community: The Healdsburg City Council, in discussion with residents, already determined that the Hudson location works best for the current community and for future residents and riders. Plans and funding are in place. There is no reason to start over.

Environment: In the context of the city, the building of the Hudson location will have the least impact on downtown retail and restaurants, as well as most of the neighborhoods. The old area is ideal for redevelopment, not only because the rail yard is blighted, but because the new and proposed developments of the Mill Street project, plans for extensive affordable housing near Hudson (in keeping with California's recent legislation), and the stability of the surrounding neighborhoods all will thrive once the station is completed. This positive growth will not occur with a Vine Street location--it will only disrupt the downtown during building and destroy the historic and natural (e.g., Foss Creek) elements that bring charm to the city.

Safety: The weekend downtown plaza area is already very congested. An onslaught of tourists from a Vine Street station will pack the city streets even further, jamming traffic and endangering pedestrians. Currently, oblivious tourists --often with children!--cross mid-street. Will they really pay attention to a railway crossing? Meanwhile, local individuals who choose to travel south will find no parking downtown, ever, due to the number of cars and the hotels' incursion on what used to be public parking. A train station at Vine St. will consume parking areas and crosswalk designations.

Realistic needs of riders: People who come to Healdsburg are not so much the workers (where a station two blocks from downtown is hardly an issue for them), but tourists looking for a relaxing day. From a Hudsonstation, debarking tourists will spread out as they walk towards the downtown, making the visit one of ease rather than a competitive massing towards desired restaurants from a Vine Street station. Such a station would create more crowds and chaos, not improve it.

You have already received many detailed messages from other Healdsburg resisdents listing specific facts about the planning and funding that work within the context of the city. Your proposed reconsideration of all this is pure folly and a waste of everyone's time. I can only speak as one citizen of Healdsburg and one dismayed and potentially former supporter of SMART, but I represent many people in this community. You need to review all the excellent reasons originally provided for the Hudson Station and move forward towards tthe existing plan. It is the right thing to do.

Sincerely,

Wanda Burzycki
Healdsburg Resident of 40 years
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From: district3
To: Kyreen Jorgensen
Subject: FW: Site of Healdsburg Train Station
Date: Thursday, October 1, 2026 3:15:53 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: Marie Butler <[redacted]>
Sent: Thursday, October 1, 2026 2:31 PM
To: district3 <district3@sonomacounty.gov>
Subject: Site of Healdsburg Train Station

EXTERNAL

Dear Mr. Coursey,

I am writing to voice my choice for the proposed SMART station in Healdsburg to be on **Hudson Street, at/near the old depot.**

When we voted for increased revenue for SMART, it was with the assumption that our station would be on Hudson Street. It came as a surprise to many of us that Vine Street was being considered as the location *(and that the SMART Board could arbitrarily make this decision against the wishes of the majority of Healdsburg residents)*.

You are aware, I'm sure, of the overflow crowd attending the recent City Council meeting expressing their choice to keep the station on Hudson Street. Please consider that the data used in picking Vine Street appears to be outdated. And that parking and congestion on Vine Street are only a few of the reasons Hudson Street is preferred. The Hudson Street area development and growth was long based on the station being located there.

I hope you review and take all of these factors seriously.

Thank you.
Marie Butler
(A full-time Healdsburg resident for 39 years)

--
Marie Butler
[redacted]
[redacted] - cell

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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

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From: Eddy Cumins
To: Kyreen Jorgensen
Subject: FW: Healdsburg SMART —support for the Old Depot
Date: Wednesday, October 7, 2026 2:03:55 PM

From: Joan Clark <[redacted]>
Sent: Wednesday, October 7, 2026 2:01 PM
To: district3@sonomacounty.gov; Ariel Kelley <akelley@healdsburg.gov>; Eddy Cumins <ecumins@sonomamarintrain.org>
Subject: Healdsburg SMART —support for the Old Depot

To the attention of:
Chris Coursey, Chair, Sonoma County Board of Supervisors:
district3@sonomacounty.gov,
Ariel Kelley, Healdsburg City Council Representative: akelley@healdsburg.gov, and
Eddy Cumins, General Manager: ECumins@SonomaMarinTrain.org

As a longtime resident and homeowner in Healdsburg (since 1987), and without restating all the reasons that have been spoken by many voices over this topic, I simply wish to voice my strong support in favor of the old depot location for the SMART station to be our new train depot in Healdsburg.

Thank you,
Joan Clark
[redacted]
Healdsburg, CA 95448
[redacted]

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Raina Allan

From:	Alan Cohen <[redacted]>
Sent:	Sunday, September 20, 2026 3:26 PM
To:	Jeff Kay; Raina Allan
Cc:	Evelyn Mitchell; Ronald Edwards; Chris Herrod; Ariel Kelley; David Hagele
Subject:	[EXTERNAL] - SMART Train Station

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City Manager's Office,

I see that SMART will be making a presentation tomorrow (Monday) on the Healdsburg SMART station location. I read in the PD that SMART staff feels like they have not received adequate feedback from the community on the location of the new station. The City initially decided on the old Depot location quite a few years ago. This was revisited a year or so ago when the question came up as to whether the station should be moved closer to downtown, just south of North St. The City Council reaffirmed the decision that the station should be at the historic Depot location. It seems clear that there has been plenty of feedback but my reading of the 'tea leaves' is that SMART (at least SMART staff) does not agree with Healdsburg's decision and desires to revisit the decision again.

Can you provide a copy of this email to SMART staff as one citizen's feedback. Some of my concerns would not be concerns of SMART (such as the fact that Healdsburg spent a lot of time and $$$ on the Central Healdsburg Avenue Plan which was largely based on the train station being at the historic Depot) but should be concerns of the City.

As many of you know I am an architect who has lived in Healdsburg for 39 years, the past 20 on the south end of Center St. (close to both locations). I was on the Planning Commission for 13 years. While both train station locations (I will call them the **Depot** site and **Downtown** site) have merit. I have heard the arguments for the Downtown site but have supported the Depot site since the beginning. Here are some of the reasons:

1. The SMART ROW on the south side of the tracks at the Depot along with the adjacent Opperman property provide an amazing opportunity for a serious Transit Oriented Development (TOD) with higher density housing, essentially at the station platform. No such opportunity exists at the downtown site. One would think SMART would be eager to pursue this option and in the past staff has suggested they would be.
2. The Central Healdsburg Avenue Plan (CHAP) took many long years to accomplish. It was largely built on the assumption that the train station would be located at the old Depot. It included up-zoned land uses around the Depot and street type designations with specific design guidelines that are now embedded within our Zoning and General Plan. I recall at the time the Healdsburg Planning Director (Maya deRosa) even suggesting that Mill District should be responsible for building a bridge over the tracks to facilitate pedestrian access. Moving the station would render the CHAP seriously out of whack. If the station was moved to the Downtown site would Healdsburg then revise the CHAP, our General Plan, zoning and the design guidelines?

3. The City is embarking on a plan for the south side of the bridge. My hope is that there will be significant housing in this area. The Depot site is midway between this area and downtown while a downtown station would be over a mile walk from south of the bridge. It would be short sighted to ignore the area south of the bridge like this.
4. The station at the Depot will provide incentive for the historic Depot building to be refurbished and put to use (coffee shop? toilet rooms?). Having a legitimate use is typically key to restoring buildings. Without the station at the Depot site there will be little incentive to restore the Depot. From a 'soft' standpoint, getting off the train at the historic Depot site with a refurbished Depot would connect visitors and residents alike to our history.
5. The station at the Depot will bring ridership closer to the redeveloping area south of the roundabout benefitting businesses such as Quail and Condor, Tisza, Acre Pizza, Parish and businesses along the block of Healdsburg Ave south of the Plaza. It has long been a goal of the City to expand the downtown south of the Plaza.
6. While a downtown stop will deliver people closer to the downtown, the old Depot site is +/-2000 ft. from the Plaza. Per Google AI that takes 7-8 min to walk at a normal pace, 6.5 min at a brisk pace, 9 min. at a leisurely pace. I don't think an 7-8 minute walk to the Plaza from the SMART station will discourage folks from coming to Healdsburg.

ALAN B. COHEN
[redacted]
HEALDSBURG, CA 95448
[redacted]
www.abcaia.com

From: Alexa Cordtz
To: COC; Board Questions
Subject: Please keep Healdsburg"s SMART station at Hudson Street
Date: Wednesday, September 23, 2026 4:04:48 PM

Dear Members of the SMART Board of Directors and Citizens Oversight Committee,

My name is Alexa Cordtz, and I am a longtime Healdsburg resident. My father graduated from Healdsburg High School in 1976, and my grandmother has lived here since she was 20. I have watched our town grow throughout my life, including the growing impact of tourism on downtown.

My most important point is this: where the station goes in Healdsburg should be Healdsburg's decision, made by the people who live, work, and run businesses here every day. We have already made that decision. After a community workshop and extensive public comment, our City Council weighed both Hudson and Vine and confirmed Hudson in February 2024. At this week's Council meeting, residents and council members again pushed back on reopening it. It is deeply frustrating to see SMART revisit a decision our community settled through a fair public process. I understand SMART's board holds the final vote, but it should not substitute its judgment for Healdsburg's on how our town is structured. I ask SMART to separate Healdsburg residents' feedback from regional responses, as officials have said they can, and to give our community's voice the deciding weight.

Healdsburg has also moved forward in good faith on that decision. The City secured a $1.13 million Station Area Specific Plan, funded by the Metropolitan Transportation Commission, to plan housing, employment, transportation, and infrastructure around the depot and South Entry area. Many arguments for Vine rely on today's bus routes, job locations, and tourism. But Healdsburg is not standing still. The Mill District is coming online, new housing is being planned, and the South Entry area is poised for growth. A Hudson station puts transit where that growth is headed and extends the vitality of downtown rather than concentrating everything around the Plaza. It would not only serve the Healdsburg of today, but help build the Healdsburg of tomorrow.

Proximity is also not the same as accessibility. The Plaza is the living room and heart of our community, and it is already too congested, especially on weekends and during the tourist season. Vine would add station traffic, pickup and drop-off, and more parking demand to our most crowded blocks, where locals who want to ride SMART already struggle to park. Hudson connects to all of downtown by the Foss Creek Pathway, a well-used route for residents, families, and children.

Hudson is also just steps from the heart of town. Mayor Chris Herrod has said he timed the walk to the Plaza from both sites: about five minutes from Vine and seven from Hudson. That short, walkable route, passing tasting rooms, restaurants, and shops along the way, is exactly what makes Healdsburg special. And while bus routes can always change to serve the station, a rail station is permanent, so it should go where it serves Healdsburg best.

The question is which location best serves Healdsburg over the next 30 to 50 years. Our community and our Council have already answered it. I urge SMART to respect Healdsburg's decision and keep the station at Hudson Street.

Thank you for your consideration.

Sincerely,
Alexa Cordtz
Healdsburg Resident and Community Member
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From: district3
To: Kyreen Jorgensen
Subject: FW: Depot Station PLEASE!
Date: Wednesday, October 14, 2026 11:44:18 AM
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: Karen Cornwell <[redacted]>
Sent: Wednesday, October 14, 2026 8:46 AM
To: district3 <district3@sonomacounty.gov>
Subject: Depot Station PLEASE!

EXTERNAL

I am in full support of the depot station And getting this thing done or at least going. Like many others I, and my family of 5 adults living in Healdsburg - long time residents - are all frustrated with yet another barrier in the way of making this happen. This delay is suspect, creates more division, and is fruitless, yet another debate instead of a station or progress.

Why is this being delayed so much? AGAIN? Healthy debate is one thing but around and around and around is frustrating, useless, and costly. I am losing faith that this board listens to the community.

Thank you for your consideration

Karen Cornwell
[redacted]

707.327.9434

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From: Claire Cummings
To: Board Questions
Subject: choice of Healdsburg station
Date: Wednesday, November 11, 2026 8:09:34 AM

Thank you for asking and doing the survery.

Here's my choice and why: The Depot/ Hudson

My choice of Hudson has to do with both the need for more parking (being realistic) and the need to cut so many mature trees in the downtown area. If those trees are cut that sun and light exposure, even with smaller trees and landscaping replacing them, will substantially change the character of the downtown area. Healdsburg gets very hot in the summer and for that reason, as well as esthetics, an industrial looking area right down town will make the town feel more like a used car lot and not the small shaded town with good sidewalks and bike paths where people love to wander around. Not to mention the noise and lights! We lived in the UK where their train stations are just outside of the main part of town, which are very successful sites for commuting. And the Hudson choice would incorporate the old train depot, adding character to the whole enterprise.

--
Kind regards, Claire

Claire Hope Cummings, M.A., J.D
Living with respect on the unceded ancestral homelands of the Pomo and Wappo peoples.
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Outlook

EXTERNAL] - No to vine

From Dan <[redacted]>
Date Sat 9/19/2026 11:21 AM
To Ronald Edwards <REdwards@Healdsburg.gov>; David Hagele <dhagele@Healdsburg.gov>

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Dear Mr. Edwards and Mr. Hagele,

Thank you for supporting the old depot location.
The old depot is much better.

No to vine.

Thank you!

Sent from Yahoo Mail for iPhone

From: Ariel Kelley
To: Kyreen Jorgensen
Subject: Fw: [EXTERNAL] - FW: Smart train location in Healdsburg
Date: Friday, October 23, 2026 5:48:03 PM

ARIEL KELLEY | Councilmember

(she/her/hers)
City of Healdsburg, California

401 Grove Street, Healdsburg CA 95448

707-385-1282 cell and text

From: Ann Dekay <[redacted]>
Sent: Friday, October 23, 2026 5:41 PM
To: vfleming@srcity.org <vfleming@srcity.org>; Ariel Kelley <akelley@Healdsburg.gov>; mary.sackett@marincounty.gov <mary.sackett@marincounty.gov>
Subject: [EXTERNAL] - FW: Smart train location in Healdsburg

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Dear Smart Board Member,

As a resident of the Healdsburg community since1981, I ask that you consider all the meetings, discussions, citizen, and council votes and public votes that have taken place over a couple decades regarding the location of the Healdsburg Smart Station. The current out of service train station was and still is the perfect place for it to stay. So much open area there and still convenient to town. If someone would not want to walk to the plaza from there, I am sure we, as a city, can incentivize someone to provide a train timed shuttle to a few places close to the plaza, or, the city bus can add a stop that is timed with the train. I personally, dread the idea of putting further congestion in the immediate area of the plaza and the new Foley venue. It is already hard enough to find parking on most days and times. If you live in Healdsburg, we all must get close to the plaza for various living necessities, for example, pharmacy, banking, medical appointments, professional services, Safeway grocery and the many other needs adjacent to that store. And, if we as residents want to go to out dinner, see a movie, go to a concert, see a show or shop a bit, we already have to strategically plan for

parking just to go to anything within a few blocks of the plaza. I know we are all going to be very sad about what might happen to vegetation along the Vine Street route.

Healdsburg is still a city of residents who make up the fabric of the community. We want to maintain a vibrant and accessible downtown for all.

Please keep the train station in the original location on Hudson Street. Live up to your name and be SMART!

Ann Jost DeKay
[redacted]

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Raina Allan

From: Ann Dekay <[redacted]>
Sent: Monday, September 21, 2026 2:10 PM
To: Raina Allan
Subject: [EXTERNAL] - Train Station

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Dear City Counsel,

I have just finished reading the dozens of letters submitted as of now regarding the Train Station Location. This is the third time in our history that we are being asked to consider (re-consider) the station location: 2 years ago, and about 20+ years before when the city formed a large committee of local citizens that were asked to evaluate the Depot site and recommend it's location. There were many meetings and the decision was to leave the Depot location in place and council agreed.

In all recent articles, letters, and news stories, I am not swayed that there is good enough reason to revisit this. One good reason NOT to is the potential congestion that a downtown location could cause, every day, several times a day.

Please, City Council, listen to the residents of Healdsburg as you have the first two times!

All the best,

Annie DeKay

Raina Allan

From: Janet Del Fava <[redacted]>
Sent: Monday, September 21, 2026 1:18 PM
To: City Council
Subject: [EXTERNAL] - SMART

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

Dear Council members,

I am unsure if I will be available to attend tonight's City Council meeting. For that reason, I am submitting my opinion on the SMART train, Healdsburg station via this email:

Hudson St. DEPOT!

Keep the original plan. The last thing Healdsburg needs is increased traffic downtown. If hotels are worried about guests walking so far, they can send a driver for pick-ups, much like Montage already does for guests; and major hotel chains provide at airports.

In addition, while I can only speak for myself before council, you know there are many Healdsburg residents who are afraid to speak-up. Yet, they have the same opinion: "DEPOT!"

Thank you for your consideration,

Janet Del Fava Rohrssen

Sent from my iPhone

From: Danielle Derse
To: COC; Board Questions
Subject: Please keep Healdsburg"s SMART station at Hudson Street
Date: Wednesday, September 23, 2026 6:13:59 PM

Dear Members of the Citizens Oversight Committee,

My name is Danielle Derse and I live in Healdsburg. I urge SMART to keep the Healdsburg station at Hudson Street.

The alternative stop on Vine street will create congestion in an area that is significantly busier than Hudson street. The Hudson street station has been unused for years and putting the smart train stop there feels like a natural choice.

The decision was already made through a fair public process. Healdsburg held a community workshop and accepted public comment, and the City Council weighed both sites before confirming Hudson in February 2024. More outreach should not erase the outreach that already happened.

Vine would add pickup and drop-off, rideshare, hotel shuttles, buses, and station traffic to an already congested downtown. The City's original review also identified its impacts on parking, trees, and the Foss Creek Pathway.

Route 60 is one factor, not the whole decision. Bus service can adapt through Route 67, shuttles, microtransit, and bike and pedestrian connections, but a rail station cannot move. Both sites serve downtown. The City's own materials put Hudson about a seven-minute walk from the Plaza, versus about four minutes for the downtown site. Please plan for the Healdsburg of the next 50 years and keep the station at Hudson Street.

Thank you for your consideration.
Sincerely,
Danielle Derse
Resident at North and University street
Sent from my iPhone
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Outlook

[EXTERNAL] - DEPOT (Hudson St) should be location of SMART train

From Susan <[redacted]>
Date Mon 9/21/2026 3:58 PM
To Ronald Edwards <REdwards@Healdsburg.gov>

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Dear Council Member Edwards:

Ron,

We (me, my family and friends) want the Healdsburg SMART train stop to be at the original DEPOT site on Hudson Street. It was my understanding that this was already decided some time back.

NO to roundabout / downtown area siting of the SMART train station !

Thank you.

Best,

Susan DeVico
Healdsburg, CA

Raina Allan

From: [redacted]
Sent: Saturday, September 19, 2026 4:07 PM
To: City Council
Subject: [EXTERNAL] - Fw: Train station

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----- Forwarded Message -----
From: [redacted] <[redacted]>
To: "council@healdsburg.gov" <council@healdsburg.gov>
Sent: Saturday, September 19, 2026 at 07:11:37 AM PDT
Subject: Train station

Please do not put the station downtown. It will create a nightmare of traffic for those of us who live here. I support the original station location.

Carol Dodson
[redacted]
Healdsburg

Sent from the all new AOL app for iOS

Raina Allan

From: Lynn And Ron <[redacted]>
Sent: Saturday, September 19, 2026 7:45 PM
To: City Council
Subject: [EXTERNAL] - 2 votes for Old depot location from both of us

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Ron and Lynn Duff
Sent from my iPad

Outlook

[EXTERNAL] - SMART train depot

From Duke <[redacted]>
Date Mon 9/21/2026 11:32 AM
To Ronald Edwards <REdwards@Healdsburg.gov>

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

We wanted to offer you our support in opposition to moving the smart train depot from hudson yards to downtown. I'm sure you have your arguments honed and know the reason(s) that persuaded us each individually but I wanted to offer a few that maybe convincing to those on the other side or maybe some on the fence. Offered freely below if helpful. I'd also be willing to submit a formal letter to the council if you think constructive.

Duke

(1) all the arguments for moving the depot are about why its better for riders. Healdsburg city council serves the residents of Healdsburg not SMART train riders. More Healdsburg residents would be served by the train at hudson yards (more housing walking distance). Especially our moderate income residents.

(2) Hundreds of millions of dollars of investment and countless hours from hundreds of people have been put into the Mill district development site. Big and small businesses- with the expectation of getting a lift from the traffic generated by the train depot. Moving the goal posts and changing the rules in the fourth quarter will discourage investor capital and developer investment. I wouldn't trust the city to keep its bargains in the future.

(3) Further from downtown is better - it's a controlled experiment. You can always add a second stop later if the experiment proves successful. But you'll never get downtown back if the train starts dropping off the unhoused and more people in need that our town can help. Hudson is a controlled experiment and it has space to curate a welcoming environment. Downtown is an irreversible risk.

(4) Downtown is already crowded, Hudson helps Healdsburg develop a previously vastly underutilized space and reclaim industrial land for much higher value commercial and residential development. More tax dollars for the city. Controlled, contained growth.

From:	Ronald Edwards
To:	Board Questions
Subject:	Business survey
Date:	Tuesday, November 10, 2026 3:03:53 PM
Attachments:	SMART_Survey_Complete_Report_Title Rev 11-10a.pdf Healdsburg_SMART_Board_Business_Survey_Report.pdf

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Dear Members of the SMART Board of Directors,

As a member of the Healdsburg City Council, I am writing to share the findings of a recent informal business impact survey regarding the proposed SMART station locations at 300 Hudson Street (the historic Depot) and Vine Street.

As we move closer to the return of passenger rail service to Healdsburg, it is essential that station-location decisions consider not only regional transportation objectives but also the long-term economic vitality of our downtown, preservation of existing parking, pedestrian accessibility, and the needs of residents and businesses directly affected by the decision.

Between October 6th and 10th, 2026, I distributed a QR-code survey to businesses throughout our downtown area. Unfortunately, a technical error requiring a 500-word written response created an unintended barrier to participation. Despite this limitation, 30 businesses completed the survey, representing a cross-section of Healdsburg's commercial community, including professional services, retail, arts and culture, hospitality, restaurants, and wine-related businesses.

Although this informal survey is neither a scientific poll nor an engineering study, the responses provide meaningful insight into local business perspectives that deserve consideration in SMART's station-location evaluation.

Key Survey Findings

Support for the Historic Hudson Street Depot

A significant majority of respondents (73.3%) anticipate positive business impacts from locating the SMART station at 300 Hudson Street. Additionally, 66.7% foresee potential benefits for employee recruitment and retention.

Respondents identified opportunities to preserve downtown parking, utilize existing infrastructure, and encourage economic activity along the southern end of Healdsburg's commercial district.

Concerns Regarding the Vine Street Location

Conversely, 56.7% of respondents anticipate negative economic impacts from the Vine Street alternative. Concerns include construction disruption, increased traffic congestion near the Plaza, and the potential displacement of parking spaces relied upon by downtown businesses, employees, and visitors.

Parking Preservation and Economic Stability

Seventy percent of respondents (21 of 30) indicated that the potential loss of 30 to 50 West Plaza parking spaces would or might negatively affect their employees, customers, or business operations.

Parking considerations are particularly important because the future station will serve both Healdsburg residents and regional travelers, including those who may drive into our community to access SMART service.

Community Participation and Representation

This business survey represents one component of a broader community outreach effort. I have also attached the results of a separate community survey reflecting feedback from more than 220 residents.

Healdsburg is a community of approximately 11,500 residents,

representing a relatively small portion of SMART's overall regional population. Gathering sufficient local input within a regional decision-making process presents a significant challenge for a community our size.

Nevertheless, we have undertaken a substantial grassroots effort to gather direct feedback from residents and businesses who will experience the impacts of the final station-location decision.

I respectfully ask the Board to carefully examine the survey responses specifically originating from Healdsburg. While regional perspectives are important, the voices of those who live, work, and operate businesses in the immediate station area deserve meaningful consideration.

Recommendations for SMART Board Consideration

1. Maintain 300 Hudson Street as the Viable Station location

I respectfully request that SMART retain the historic Hudson Street Depot as the station-location evaluation process.

Its historic significance, existing infrastructure, proximity to downtown, and potential economic benefits warrant the location

2. Thoroughly Evaluate Downtown Parking Impacts

Preserving parking capacity for downtown employees, customers, and visitors is essential to maintaining Healdsburg's economic vitality.

I encourage SMART to evaluate existing parking utilization, potential displacement, construction-related disruptions, and realistic mitigation measures before selecting a final station location.

3. Recognize and Leverage Healdsburg's Existing Pedestrian Infrastructure Investment

The City of Healdsburg has already made a significant public investment in pedestrian and bicycle connectivity through the development of the Foss Creek Pathway.

This wide, smooth, flat, ADA-accessible pathway provides an established connection between the historic Hudson Street Depot area and downtown Healdsburg, including the Plaza.

This is not infrastructure that must be envisioned or constructed from scratch. The investment has already been made.

Locating the SMART station at Hudson Street will capitalize on this existing public investment, reinforce the City's commitment to multimodal transportation, and potentially reduce the need for additional pedestrian connectivity improvements.

4. Community Feedback: Also attached are the responses from 266 local residents collected via a community survey compiled by Scott Pratt. Throughout our outreach, residents were consistently encouraged to share their feedback directly through the official SMART survey as well.

Closing Thoughts

The return of passenger rail service to Healdsburg represents an extraordinary opportunity for our community and the entire SMART corridor. I strongly support bringing passenger rail service back to Healdsburg and want to ensure that the station ultimately serves the goals and the long-term interests of our community.

The findings of these surveys are not intended to replace technical analysis. Rather, they offer an important local perspective that should help inform that analysis and ensure that community impacts receive appropriate consideration.

My request is straightforward: Please retain the historic Hudson Street

Depot and ensure that the voices of Healdsburg residents and businesses are meaningfully represented .

Thank you for your continued commitment to expanding passenger rail service northward and for considering the perspectives of our community.

Respectfully,

Ron Edwards
Vice Mayor,
City of Healdsburg
401 Grove Street, Healdsburg, CA 95448
(707) 709 6242 • REdwards@Healdsburg.gov

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HEALDSBURG SMART STATION LOCATION

Business Impact Survey | Evidence Review for the SMART Board of Directors

Prepared: November 10, 2026 **Survey period:** September 29–November 7, 2026 **Responses:** 30

Purpose. Evaluate how responding businesses perceive the proposed SMART station at 300 Hudson Street (historic Depot) relative to Vine Street. This is an analysis of a voluntary business survey, not a scientific poll, engineering evaluation, ridership model, or formal station siting determination.

1. Executive summary

The survey provides a clear directional finding among these respondents: anticipated business effects are more favorable for Hudson Street, while Vine Street raises more concern about parking and disruption. However, the sample is small and self-selected, and the questionnaire contains design limitations that prevent treating these results as representative of all Healdsburg businesses.

Indicator	Finding
Hudson Street: positive anticipated business effect	22/30 (73.3%)
Hudson Street: neutral anticipated business effect	8/30 (26.7%)
Vine Street: negative anticipated business effect	17/30 (56.7%)
Vine Street: positive anticipated business effect	9/30 (30.0%)
Hudson: positive effect on recruitment / retention	20/30 (66.7%)
Possible loss of 30–50 West Plaza spaces: yes / maybe impact	21/30 (70.0%)

Board-level interpretation: Survey results favor further consideration of Hudson as a business-access and parking-preservation option. They do not independently establish that Hudson would produce higher ridership, lower costs, or fewer traffic impacts than Vine.

2. Survey profile and data quality

All 30 records contain the primary location-impact ratings; 27 include a business name and 27 provide an open-text site comparison. Respondents span professional services, retail, arts/culture, hospitality, food service, wine-related activities, and other sectors. One respondent expressly requested that its name not be disclosed in connection with its position; therefore this report presents aggregated findings and anonymized qualitative themes rather than attributing individual opinions.

The survey does not document the sampling frame, number invited, outreach channel, response rate, independent identity verification, or whether respondents are geographically representative. Some written answers contain filler text apparently entered to satisfy a minimum-character requirement; these passages should not be treated as substantive evidence. A question described as “select all” appears to have captured only one commute mode per respondent, limiting interpretation.

3. Comparative perceptions of the two sites

Perceived impact	Hudson Depot	Vine Street
Strongly positive	12 (40.0%)	4 (13.3%)

Perceived impact	Hudson Depot	Vine Street
Somewhat positive	10 (33.3%)	5 (16.7%)
Neutral / no impact	8 (26.7%)	4 (13.3%)
Somewhat negative	0 (0.0%)	5 (16.7%)
Strongly negative	0 (0.0%)	12 (40.0%)

The ratings show a **43.3 percentage-point difference** in positive assessments (73.3% Hudson vs. 30.0% Vine). Because each respondent rated both locations, this is a descriptive comparison of the same 30 survey records, not an estimate of citywide preference. The survey asked about expected effects, not observed economic outcomes.

4. Workforce access and commuting

Measure	Response
Hudson recruitment / retention: strongly positive	10 (33.3%)
Hudson recruitment / retention: somewhat positive	10 (33.3%)
No recruitment / retention impact	9 (30.0%)
Somewhat negative recruitment / retention impact	1 (3.3%)
Depot final leg: easy walk, under 5–10 minutes	15 (50.0%)
Walkable but challenging, 10–15 minutes	11 (36.7%)
Too far to walk	1 (3.3%)
Local employees / not applicable	2 (6.7%)
No answer to final-leg question	1 (3.3%)

Twenty-six respondents described the Depot as within a 15-minute walk, although 11 of those explicitly identified possible barriers such as weather, lighting or sidewalks. Reported travel-time categories are respondents' perceptions and have not been validated by a pedestrian-network study. The dataset also records commuting from outside Healdsburg in broad employee-count ranges; those ranges cannot be added into a reliable count of prospective SMART riders.

Current commuting responses were dominated by "drive personal vehicle" (26 of 30), but the commute-mode question may have functioned as single-choice despite instructing respondents to select all that apply. Current public-transit use was generally reported as zero; future train adoption cannot be inferred from this baseline alone.

5. Parking and operational exposure

Fourteen respondents (46.7%) said a hypothetical loss of 30–50 West Plaza parking spaces would affect employees, seven (23.3%) said maybe, and nine (30.0%) said no. Thus 21 of 30 (70.0%) reported definite or possible employee exposure. The 30–50-space loss is **a premise in the question**, not a verified project impact in this report.

Qualitative concerns about Vine included displacement of parking, construction disruption, pick-up/drop-off traffic, congestion near the Plaza, and possible effects on private spaces. These are important operational issues to test with measured parking occupancy, a construction staging plan, curbside access design and a transportation impact assessment. The survey cannot establish the magnitude or certainty of these effects.

6. What business comments reveal

Arguments favoring Hudson: protecting constrained downtown parking; reusing the historic Depot and rail-oriented setting; spreading economic activity toward the south end of town; access to existing walking and bicycle paths; and reducing perceived pressure near the Plaza. Several respondents view a station at Hudson as a catalyst for revitalization and a visitor gateway.

Arguments favoring Vine: a shorter, more visible and intuitive connection to the Plaza, shops, restaurants and employment; potentially greater usefulness for tourists and day-trip visitors; and less risk that the final walk discourages train use. Some respondents emphasized that convenient station access should be prioritized to maximize ridership.

Cross-cutting themes: safe, attractive walking connections; wayfinding; bicycle access; lighting; last-mile shuttle or trolley options; construction impacts; station-area parking; preservation of trees and historic character; and questions about environmental review. Some respondents expressed support for SMART regardless of site.

Important qualification: Open-text site preferences were not converted into an official Hudson-versus-Vine vote tally. Some comments are nuanced, incomplete or padded with filler. The closed-ended impact ratings are the more reproducible numerical comparison.

7. Decision matrix: evidence and remaining questions

Decision factor	What this survey indicates	What SMART should verify
Business effects	More positive expected effects at Hudson	Independent economic analysis; business access mapping
Employee access	Many respondents perceive Hudson as walkable	Measured pedestrian times, ADA routes, lighting and safety
Parking	West Plaza space-loss scenario concerns 70% yes/maybe	Actual spaces affected, utilization and mitigation
Ridership	Some businesses expect added transit choices	Station-level demand model; visitor and commuter origin-destination data
Construction	Respondents worry about Vine disruption	Comparative staging, traffic and business-continuity plans
Place-making	Historic Depot and southern gateway valued	Capital cost, property needs, heritage and streetscape plans

8. Recommendations for SMART Board consideration

1. Retain 300 Hudson Street as a serious candidate in the comparative station-location analysis, recognizing its favorable perceived business impacts in this survey.

2. Commission a transparent, side-by-side Hudson/Vine analysis using consistent assumptions for ridership, walking distance, capital and operating cost, accessibility, parking, traffic and construction.

3. Test the parking-space-loss premise with a verified inventory, peak occupancy counts, replacement options and effects on workers, visitors and businesses.

4. Evaluate a high-quality Hudson-to-Plaza pedestrian/bicycle connection, including ADA accessibility, crossings, lighting, wayfinding, weather exposure and possible circulator service.

5. Conduct broader, balanced outreach to residents, workers, riders, visitors, property owners, accessibility advocates and businesses at both sites; disclose outreach methods and response rates.

6. Address applicable environmental-review, rail-operational, right-of-way and design requirements through SMART's formal process before making a final siting decision.

9. Limitations and use of evidence

The findings are descriptive, based on 30 self-selected submissions. They should be presented as "among survey respondents," not "Healdsburg businesses believe." Survey question framing, an unverified parking-loss assumption, incomplete text responses and potentially imperfect multiple-choice configuration may influence results. The survey does not determine feasibility, legal compliance, comparative ridership, fiscal impacts, environmental effects or community-wide preferences.

10. Source and calculation notes

Primary source: uploaded "Healdsburg Depot Business Impact Survey.csv.zip," containing 30 timestamped records from September 29 through November 7, 2026. Percentages use all 30 records as denominator unless otherwise specified and are rounded to one decimal. Categorical counts were computed from the original response columns; no numerical claims are based on the linked council/SMART materials embedded in the CSV. Those links are respondent-supplied references and were not independently evaluated for this report.

Proposed Board takeaway: "This 30-response business survey identifies meaningful perceived advantages of the historic Hudson Street Depot location, especially regarding business impacts and downtown parking. It also identifies a legitimate counterargument favoring Vine Street's downtown proximity. SMART should use these results as stakeholder input within—not a substitute for—a comprehensive, evidence-based site comparison."

HEALDSBURG / SMART RAIL

WHICH STATION WILL ATTRACT MORE RIDERS?

Old Depot vs. Vine Street

A comparative analysis of anticipated SMART ridership using responses to the Healdsburg resident survey.

Examining station preference, expected riding frequency, and walking access to assess relative ridership potential.

RESIDENT SURVEY ANALYSIS

November 2026

Survey-based indications, not a forecast of actual passenger boardings.

SMART STATION LOCATION

Which station shows greater ridership potential?

A survey-based comparison of Old Depot and Vine Street

266

TOTAL SURVEY RESPONSES

Executive finding

Old Depot has substantially stronger stated ridership potential in this survey. Of the 258 respondents who answered which station would make them more likely to use SMART, 209 (81.0%) selected Old Depot and 49 (19.0%) selected Vine Street. Weighting those choices by anticipated riding frequency produces an approximately **83% / 17%** split in the baseline scenario.

How the analysis was developed

The analysis cross-references individual responses to three questions: (1) anticipated riding frequency; (2) which station would make the respondent more likely to use SMART, asked without broader development and tourism considerations; and (3) whether the respondent would walk or drive to the station. It also examines neighborhood and the separate overall-preference question.

Frequency-weighting method

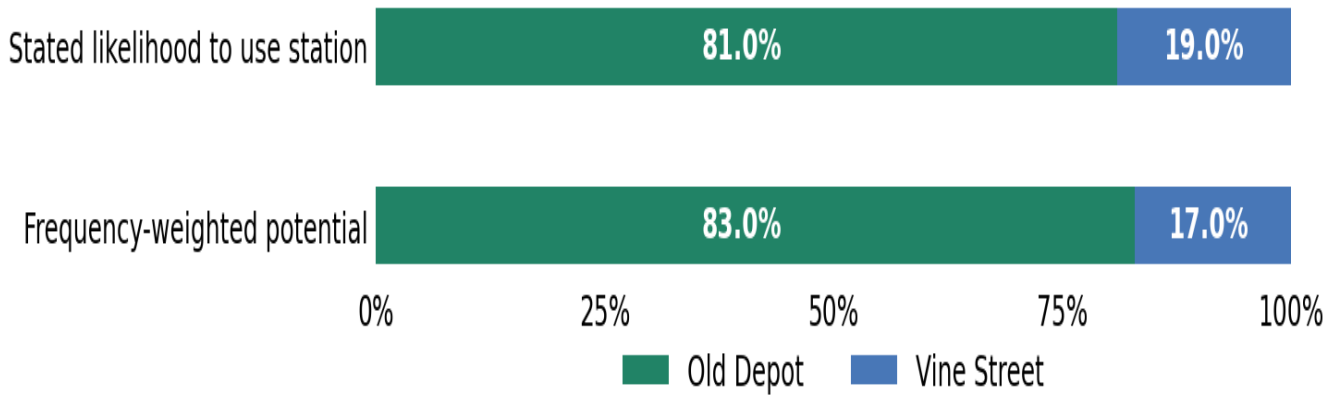
To give more weight to anticipated frequent riders, responses are assigned illustrative weekly riding opportunities: **daily = 5, weekly = 2, monthly = 0.5, occasional = 0.125**. Each respondent's weight is assigned to the station they said would make them more likely to ride. These are **comparison scores, not forecast passenger trips**; they do not measure the amount of ridership that would actually be lost at the alternative station.

Interpretation and limitations

This is a voluntary, non-random resident survey. Respondents may not reflect the population of Healdsburg or the full future SMART market, particularly inbound workers, visitors, and people who have not yet formed travel plans. Stated intentions are not observed trips. The results support a directional comparison among respondents, **not a defensible prediction of station boardings or a causal estimate of additional riders**.

RIDERSHIP POTENTIAL

What the responses indicate



The weighted split is a distribution of survey-derived potential, not a claim that Old Depot would generate 83% of actual SMART boardings.

Anticipated frequency and preferred station for use

Anticipated frequency	Old Depot	Vine Street	No station answer
Daily	14	2	0
Weekly	55	12	0
Monthly	61	18	2
Just for an occasional outing	77	17	4

Daily respondents: 14 of 16 (87.5%) selected Old Depot. Weekly respondents: 55 of 67 (82.1%) selected Old Depot. This matters because those respondents carry more weight in the potential-use comparison.

Walking-access responses

75 respondents said they would walk if the station were at Old Depot, versus 27 who would walk if it were at Vine Street. Another 39 said they would walk regardless of location, and 121 would drive and park regardless. These responses provide supporting context, but they do not establish the number of additional trips at either site.

ROBUSTNESS & CAVEATS

How sensitive is the result?

Illustrative weighting scenario	Old Depot share	Vine Street share
Conservative	84.0%	16.0%
Baseline	83.0%	17.0%
Higher occasional use	82.6%	17.4%

The directional result remains similar across all three illustrative weighting schemes. However, these scenarios test only the choice of frequency weights; they do **not** correct sampling bias or predict how people would behave after either station opens.

Where respondents live

Respondent neighborhood	Old Depot	Vine Street	No answer
North of March / Dry Creek	47	22	1
Matheson to March / Dry Creek	109	21	5
South of Matheson	48	4	2

Station preference for use favors Old Depot across all three neighborhoods among respondents who answered. Seven respondents did not provide a neighborhood. Neighborhood is a rough geographic grouping, not a measured walk-time or travel-demand model.

What would be needed to forecast actual ridership?

A defensible station-level forecast would require projected service frequency and fares; population and employment catchments; walk, bike, bus and parking access; origin-destination travel patterns; visitor and inbound-worker demand; and an estimate of how much each location changes the probability of riding. A station choice model calibrated to observed SMART ridership would be preferable to extending survey percentages directly to passenger counts.

Bottom line

Old Depot is the stronger location in the stated-intention evidence collected here. The survey does not establish the size of any real-world ridership advantage. A planning decision should combine this directional evidence with independent access and demand modeling.

Source: “new Healdsburg SMART Depot Resident Survey (Responses).xlsx”; 266 rows of responses. Analysis uses the station-specific likelihood question (258 answered), frequency question (262 answered), access question (262 answered), and neighborhood question (259 answered). Calculations use respondent-level cross-tabulations.

HEALDSBURG / SMART RAIL STATION

Resident Survey
Results & Comparative Analysis

Old Depot and Vine Street station locations

266

TOTAL SURVEY RESPONSES

About this report

This report summarizes 266 submitted survey responses about possible SMART rail station locations in Healdsburg. The survey asked about respondents' neighborhoods, attitudes toward SMART, anticipated use, transportation habits, possible reductions in driving, station access, and preferences between the Old Depot and Vine Street locations. Not every respondent answered every question; charts identify the applicable number of responses.

Important limitations of the survey

Despite efforts to reach a broad cross-section of the community, obtaining a random, otherwise unbiased sample proved difficult. Outreach appears to have reached primarily people already engaged in Healdsburg civic affairs and local government decisions. Other perspectives may be underrepresented, particularly students and teenagers; middle-income working families with less time to participate in civic discussions; government employees, including city staff and first responders; and a broader portion of the teacher population.

These observations about outreach are qualitative, not demographic findings established by the questionnaire. The results should therefore be treated as a snapshot of participating respondents, not a statistically representative measure of all Healdsburg residents or potential SMART riders. Additional outreach to less-represented groups would provide valuable context.

SURVEY RESULTS / INDIVIDUAL QUESTIONS / COMPARATIVE ANALYSIS

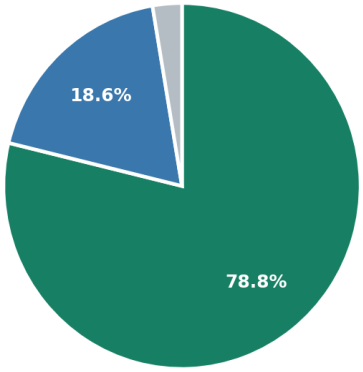
SMART Station Resident Survey

Overall Station Preference & Likely Usage

266 survey submissions | Healdsburg, California

Overall preferred station location

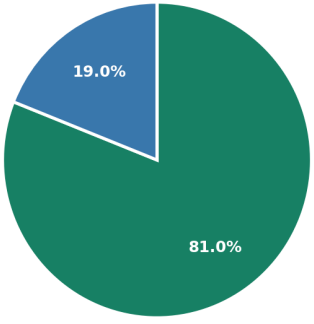
Old Depot	208 respondents | 78.8%
Vine Street	49 respondents | 18.6%
No preference	7 respondents | 2.7%



Overall station preference: 264 valid answers.

Which station would respondents be more likely to use?

Old Depot	209 respondents | 81.0%
Vine Street	49 respondents | 19.0%



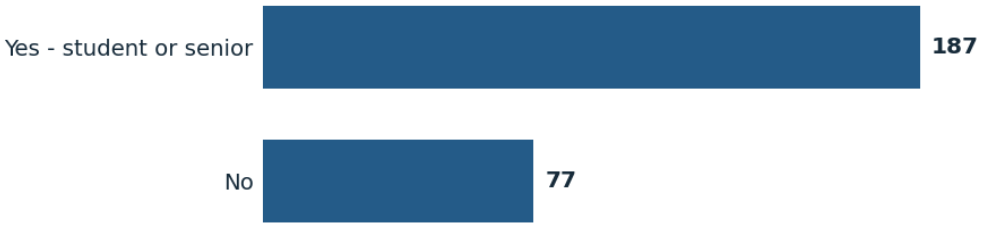
Likely-use question: 258 valid answers. The survey was voluntary and self-selected; percentages describe respondents, not the wider population.

SMART Station Resident Survey

Printable Survey Summary

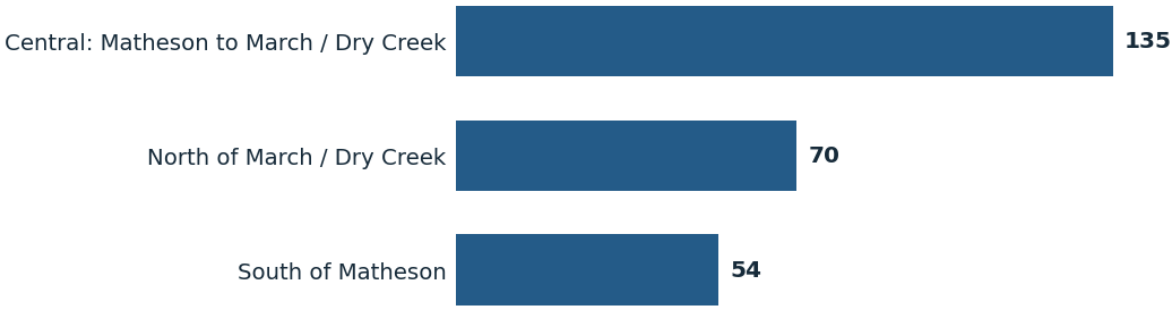
266 submissions. Counts and percentages below use valid responses to each individual question.

1. Student or senior citizen?



264 responses (2 unanswered). Largest response: Yes - student or senior - 187 (70.8%).

2. Where respondents live



259 responses (7 unanswered). Largest response: Central: Matheson to March / Dry Creek - 135 (52.1%).

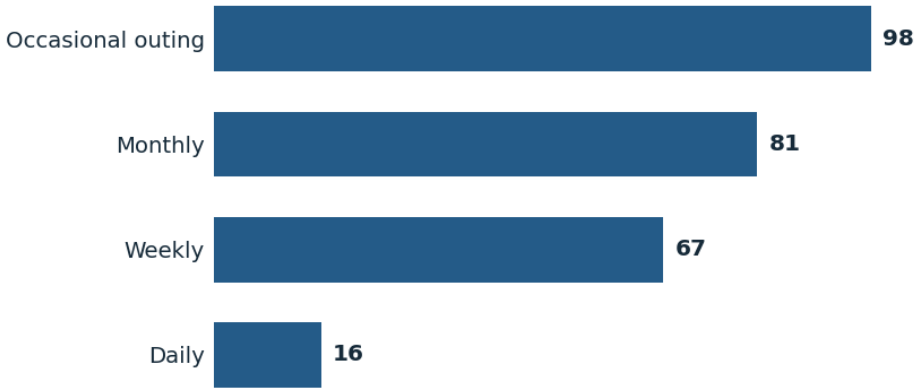
Survey Results | Questions 3-4

3. Feelings about SMART coming to Healdsburg



263 responses (3 unanswered). Largest response: Looking forward - 239 (90.9%).

4. Anticipated frequency of SMART use



262 responses (4 unanswered). Largest response: Occasional outing - 98 (37.4%).

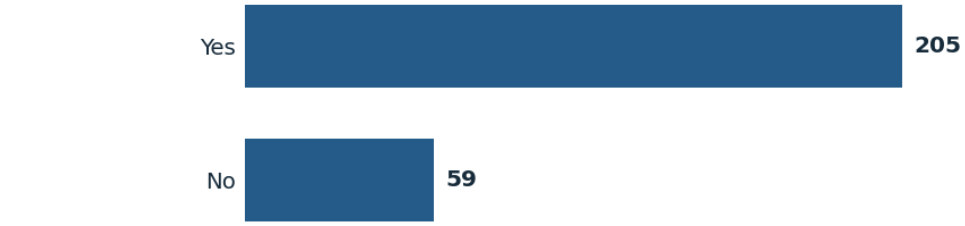
Survey Results | Questions 5-6

5. Is a car the main means of transportation?



265 responses (1 unanswered). Largest response: Yes - 252 (95.1%).

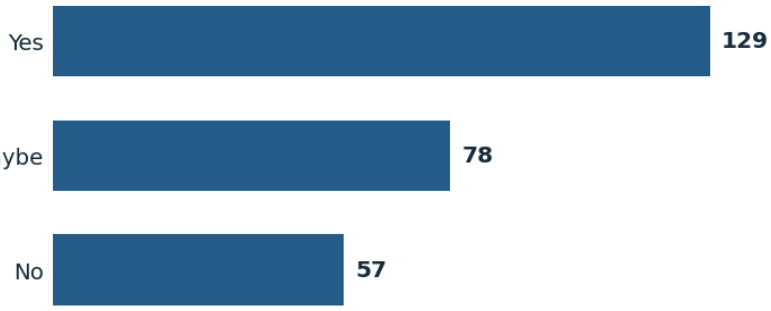
6. Expect friends or visitors to arrive via SMART?



264 responses (2 unanswered). Largest response: Yes - 205 (77.7%).

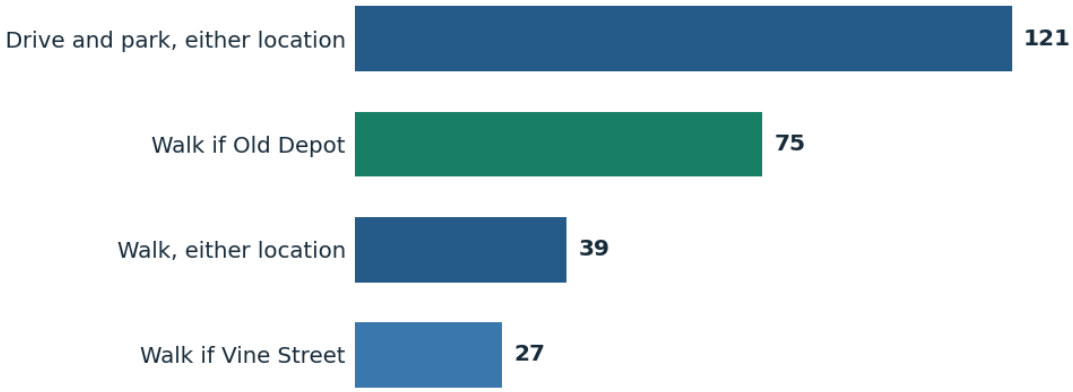
Survey Results | Questions 7-8

7. Will SMART reduce monthly driving?



264 responses (2 unanswered). Largest response: Yes - 129 (48.9%).

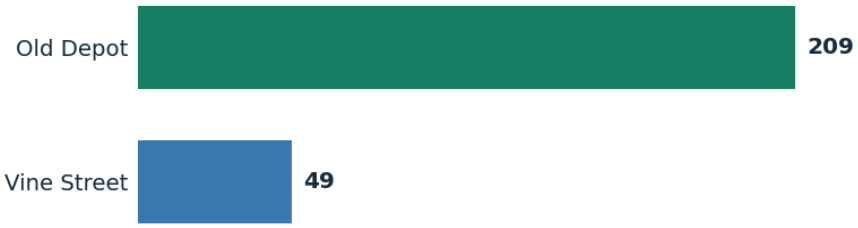
8. How respondents would reach the station



262 responses (4 unanswered). Largest response: Drive and park, either location - 121 (46.2%).

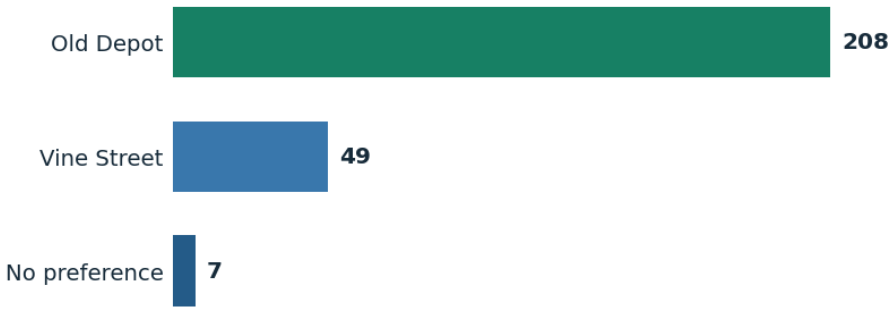
Survey Results | Questions 9-10

9. Location more likely to use (without broader factors)



258 responses (8 unanswered). Largest response: Old Depot - 209 (81.0%).

10. Overall station preference (with broader factors)

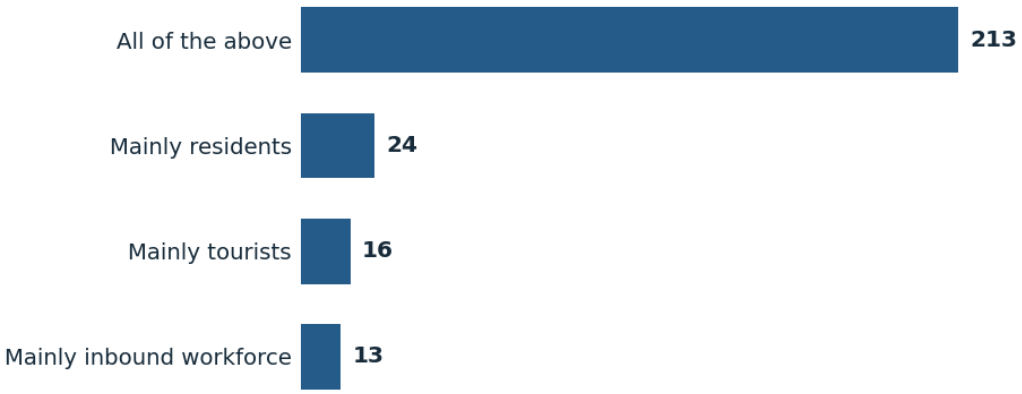


264 responses (2 unanswered). Largest response: Old Depot - 208 (78.8%).

This question includes broader considerations such as visitors, inbound workforce, Old Depot restoration, and south-entry development.

Survey Results | Questions 11-11

11. Primary purpose of SMART



266 responses (0 unanswered). Largest response: All of the above - 213 (80.1%).

Who Supports Each Station?

Station preference by where respondents live

Counts and percentages are based on valid station-preference answers in each area.

North of March / Dry Creek

Includes Parkland Farms | 70 valid responses



Old Depot: 48 (68.6%) | Vine Street: 21 (30.0%) | No preference: 1 (1.4%)

Matheson to March / Dry Creek

Central Healdsburg | 133 valid responses | 2 unanswered



Old Depot: 111 (83.5%) | Vine Street: 19 (14.3%) | No preference: 3 (2.3%)

South of Matheson

Southern Healdsburg | 54 valid responses



Old Depot: 44 (81.5%) | Vine Street: 7 (13.0%) | No preference: 3 (5.6%)

How to read this chart

Each bar represents 100% of respondents in that neighborhood who answered the station-preference question. Percentages are calculated within each neighborhood, not as a share of all survey participants.

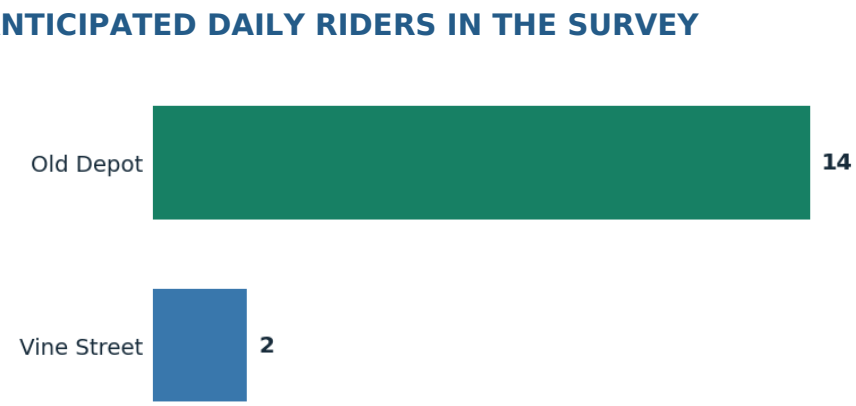
Important limitation

This voluntary survey is not a random sample of Healdsburg residents.
The results describe respondents, not a statistically representative electorate.

Source: Updated SMART Resident Survey (266 submissions).

Anticipated Daily Riders: Station Preference

Among respondents who expect to use SMART daily, station preference can be compared directly rather than estimated from the overall survey.



Among respondents who anticipate using SMART daily, 14 of 16 (87.5%) prefer the Old Depot station, while 2 (12.5%) prefer Vine Street. Although the daily-rider sample is small, this finding suggests that station preference deserves particular consideration among those expecting to use the service most frequently.

Station preference by anticipated usage frequency

Expected use	Old Depot	Vine Street	No preference
Daily	14 (87.5%)	2 (12.5%)	0
Weekly	53 (79.1%)	13 (19.4%)	1
Monthly	63 (77.8%)	17 (21.0%)	1
Just for an occasional outing	76 (78.4%)	16 (16.5%)	5

Interpretation and limitations

These figures describe anticipated use among voluntary survey respondents, not observed daily boardings. The survey is not a random sample, and the daily-rider subgroup is particularly small. The percentages should not be projected to all future SMART passengers or used to estimate daily ridership volumes.

From: Christian Foley-Beining
To: Board Questions
Subject: Depot
Date: Thursday, November 5, 2026 6:07:57 PM

Hi,
I really think the station should be on Hudson Street. Vine Street location will create traffic jams, these beautiful trees will be cut down and the roundabout will create more traffic jams for the next few years till the train reaches Gyserville.
I lived in HEALDSBURG for 26 years now, I own a retail business on HEALDSBURG Ave, I welcome more tourists but they can walk a few more steps to the plaza.
Please no station on Vine Street.
Chris Foley.
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Outlook

[EXTERNAL] - SMART station

From Marcy Frank <[redacted]>
Date Sun 9/20/2026 2:27 PM
To Ronald Edwards <REdwards@Healdsburg.gov>

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Hi Ron,
Thank you for your leadership on the Healdsburg SMART station location.
I completely agree with you that the original depot is the best site for Healdsburg.

The ACC is currently working on a proposal that will encourage artists to repurpose pieces of the old train bridge into new and exciting works. If approved, these could not only enhance the new station, but create an art corridor along the pathway that welcomes visitors and delights residents. Now that's what I call a destination!

I look forward to working with you as we navigate this process.

Regards,

Marcy Frank
[redacted]
Healdsburg Art and Culture Commissioner

From: gwen fyfe
To: district3@sonomacounty.gov; Eddy Cumins; Ariel Kelley
Subject: Prefer old Depot
Date: Monday, September 28, 2026 8:51:03 PM

Parking already bad! Why change it?

Gwen Fyfe
[redacted]
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Outlook

[EXTERNAL] - WHY THE TRAIN STATION CONTROVERY? : HINT: IT'S ARIEL KELLEY.- Nextdoor

From [redacted]>
Date Mon 9/21/2026 5:50 AM
To Ronald Edwards <REdwards@Healdsburg.gov>
Cc 'Barbara McMahon' <[redacted]>

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Ron,

Good morning

We assume you are following this matter-

"WHY THE TRAIN STATION CONTROVERY? : HINT: IT'S ARIEL KELLEY"

https://nextdoor.com/p/z2GcyDcs2Sb7?utm_source=share&extras=MjUyMjM2MDk%3D&share_platform=6&utm_campaign=1789989072297&share_action_id=de3bfe8c-2eba-4823-98eb-7457dcb9ea79

: Glenn

From:	Gretchen Gause Niaki
To:	COC; Board Questions
Cc:	redwards@healdsburg.gov
Subject:	Healdsburg SMART Station
Date:	Wednesday, September 23, 2026 6:04:09 PM

Dear Committee and SMART Board Members,

I'm writing as a Healdsburg resident and co-founder and board member of the Healdsburg Housing Trust, in my individual capacity.

Reopening the Vine St. vs. Hudson St. decision is hard to understand. At a time when trust in how decisions get made is already strained, revisiting a settled choice, even with SMART's updated ridership and connectivity data, doesn't change the outcome. Hudson remains the better site: it provides downtown access and regional connectivity while keeping station traffic, pickups, drop-offs, and parking out of downtown's most constrained area.

More importantly, this debate overlooks what Hudson actually makes possible. Healdsburg desperately needs housing. We need places for the people who work here, raise families here and contribute to this community to actually live here. Hudson gives us a real opportunity to create that housing.

The City has built its Station Area Specific Plan around Hudson and the South Entry Area, a designated priority site with room to grow. The plan connects the station to new housing, the water and sewer infrastructure needed to support it, multimodal connectivity, and a programmatic EIR designed to streamline future development consistent with the Specific Plan. Healdsburg has already secured $1.13 million from MTC to move this work forward.

Vine cannot offer this. Hudson can. When finding places to build housing in Healdsburg is already so difficult, walking away from an opportunity this significant just doesn't make sense.

I understand your responsibility is to make the best decision for SMART. But the train is one piece of a much larger puzzle for Healdsburg, and its location cannot be considered separately from the housing, infrastructure and long-term planning around it. Our City Council is responsible for seeing that entire picture. I urge you to trust the decision they made for our community.

Sincerely,
Gretchen Gause Niaki
Board Member & Co-Founder, Healdsburg Housing Trust

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From: scrappy1@sonic.net
To: Board Questions
Subject: Healdsburg SMART Train Station Location
Date: Wednesday, October 21, 2026 5:54:01 PM

October 21, 2026

Dear SMART Board of Directors,

Like many people here in Healdsburg, I was surprised to see the issue of the SMART station location re-emerge after several years. At Setember's City Council presentation, Eddy Cummins and his co-presenters from SMART claimed that this reconsideration was based on new conditions, i.e., the approval of a Geyserville station, and likely funding for the Cloverdale extension. There were a few other "new conditions" mentioned, but they all proved to be unconvincing. The other argument about the relative distance difference between depot vs Grove St to Plaza center was also unpersuasive.

Obviously, SMART would like to maximize ridership to Healdsburg. The Grove St location could offer riders more immediate access to a retail / restaurant /tasting room experience (4-5 minutes faster by foot). SMART might assume that this retail / restaurant / tasting room experience might be Healdsburg's greatest asset and its greatest draw and could be marketed successfully to increase ridership.

But Healdsburg is more than a retail / restaurant / tasting room / luxury hotel location. We are, after all, also a river town. We have charming neighborhoods and historic homes, and our city is surrounded by open space and beautiful agricultural lands. Perhaps visitors would want to come here to experience these other attractive features of our town as well. They might come to canoe, or ride, or walk, or hike.

During the last few years, the City has made efforts to increase opportunities for such active transportation. I believe that the SMART train could contribute to these active transportation efforts. Imagine a depot location that doubles as an active transportation hub, providing directional information, walking, and running routes, biking routes, river information, a hydration station, and other amenities. The depot location also has the obvious potential of an historic welcome center for Healdsburg.

The Grove St location, in contrast, would be merely utilitarian. And at times, this area might become very congested (farmers market, special event at event center). Trees would have to be removed, the street would have to be modified, parking would be lost,

and there might to negative impacts for the Foss Creek Pathway. These would all be net losses for Healdsburg residents.

As a 45-year resident of Healdsburg, I urge the Board to select the depot location because it is centrally located, already has dedicated parking, has plenty of room for travelers to gather, has historic significance, and can be multi-purpose (provide other public transit options, be a welcome center, and serve as active transportation hub). We do not want to look back years hence and wonder what might have been.

The prospect of the SMART train's arrival in Healdsburg remains exciting and full of promise. I wish you luck with your deliberations.

Sincerely,

Brian Geagan
[redacted]
Healdsburg, CA 95448

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From: district3
To: Kyreen Jorgensen
Subject: FW: train depot location
Date: Wednesday, September 30, 2026 1:16:24 PM

From: eileen gittins <[redacted]>
Sent: Tuesday, September 29, 2026 3:50 PM
To: akelley@healdsburg.gov; district3 <district3@sonomacounty.gov>; ECumins@sonomamarintrain.org
Subject: train depot location

EXTERNAL

Greeting Government Officials,

My husband and I strongly favor the old depot station for the new SMART TRAIN stop. We have lived in Healdsburg for 35+ years now. We enjoy going to the plaza for lunch or an early supper at one of our many fine restaurants — or just to sit outside on a nice afternoon or evening. I can't imagine getting even close to the plaza were the new SMART train to dump car loads of visitors off across from the plaza in one fell swoop. It's one thing when people arrive in small groups - but whole train car loads???

What about the people who live here? **WHAT ABOUT THE PEOPLE WHO PAY TAXES HERE**?

I am in favor of train travel. In fact I LOVE trains. I hope many people will take advantage of the new SMART train routes.

But please keep the SMART train stop at the old depot.

Best,
Eileen

Eileen Gittins
[redacted]
[redacted]

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From: Ariel Kelley
To: Kyreen Jorgensen
Subject: Fw: [EXTERNAL] - We favor the old depot location for the SMART stop
Date: Tuesday, October 6, 2026 11:51:34 AM

From: eileen gittins <[redacted]>
Sent: Tuesday, October 6, 2026 10:04 AM
To: Ariel Kelley <akelley@Healdsburg.gov>
Subject: [EXTERNAL] - We favor the old depot location for the SMART stop

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Dear Ms. Kelley

My husband and I are longtime Healdsburg residents … 30+ something years.

We favor the idea of a Healdsburg shuttle to ferry those over who can't (or don't want to) walk into town.

Best
Eileen

Eileen Gittins
[redacted]

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Raina Allan

From: Amanda Gray
Sent: Monday, September 21, 2026 1:08 PM
To: Raina Allan
Cc: Ellen Mcdowell
Subject: FW: [EXTERNAL] - Harmon & Hudson Street projects

FYI

Sincerely,
Amanda

From: petestrebel <[redacted]>
Sent: Monday, September 21, 2026 1:06 PM
To: Evelyn Mitchell <emitchell@Healdsburg.gov>; David Hagele <dhagele@Healdsburg.gov>; Ariel Kelley <akelley@Healdsburg.gov>; Chris Herrod <JHerrod@Healdsburg.gov>; Ronald Edwards <REdwards@Healdsburg.gov>; Planning Commission <PlanningCommission@Healdsburg.gov>
Subject: [EXTERNAL] - Harmon & Hudson Street projects

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Mayor Hagel, Vice Major Edwards, Council members and Planning Commission members,
Thank you all for your service.

I'm writing to urge you to keep the proposed Smart station at the existing historic train station location. Walking from that location to the Roundabout is less than 5 minutes, 9 minutes to Matheson, easy. Accommodations could be made those with disability such as the existing shuttle. There is some little used existing parking and Smart has a large footprint there that could accommodate much more. The Central downtown is now busy enough without the station that some are now advocating for. People traveling from the North who wish to use Smart to commute will need to be planned for with all day parking.

I'm also writing to urge you to reconsider the proposed project at the former site of Healdsburg Lumber. It is unsuitable for the location and unwanted by the community.
This should not be a "done deal" Please at least delay approval, then reevaluate and get more input from the community.

Thank you for considering my comments.
F P Strebel,
Healdsburg resident and voter since 1981

Sent from my Galaxy

[redacted] H.B.

RECEIVED
SEP 21 2026
City of Healdsburg

September 21, 2026

The Honorable Chris Herrod
Mayor, City of Healdsburg
401 Grove St.
Healdsburg, Calif 95448

Re: Smart Station Hearing

Mayor Herrod and members of the City Council

Although my wife and I are unable to attend tomorrow evening's Council meeting, I'm writing to voice our support for the current development site for the future SMART train station.

We firmly believe re-development of the Hudson Street Depot is in the spirit of preserving the historical values of our community. The downtown site if approved will only add to congestion, noise, loitering and other environmental concerns that will do little to make Healdsburg a better place to live, work and visit.

We trust the City Council will do the right thing and support the current development site

Thank you

Fred Guido

c. Members of the City Council

From: Tara Harrell
To: Board Questions
Subject: Healdsburg SMART Station
Date: Thursday, November 5, 2026 5:44:02 PM

Dear SMART Board Members,

I understand SMART management's position that Vine Street better serves Healdsburg as a destination city. But **are we planning for today's ridership or the next 50 years?**

Future housing and development around the Historic Hudson Street Depot are already in the planning stages. This growth could create a stronger base of year-round residents commuting southbound, while visitors arriving by train would still be within an easy walk of downtown Healdsburg.

I strongly urge the Board not to base this decision solely on today's ridership projections. Please consider the housing and development already being planned near Hudson Street, future southbound ridership, and the lasting impacts of Vine Street on downtown parking, traffic, and our community.

I join our City Council and members of our community in asking you to choose the Historic Hudson Street Depot. We have one opportunity to get this right for generations to come.

Thank you for your consideration

Tara Harrell

Healdsburg, California

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From: Tara Harrell
To: Board Questions
Subject: Healdsburg Smart station
Date: Tuesday, October 27, 2026 4:04:26 PM

We're thrilled the SMART train is finally coming to Healdsburg!

We need a station location that serves Healdsburg for generations. As our city discusses Transit-Oriented Communities (TOC) and future housing development, we should plan for the years ahead—not just around today's commuter patterns.

The Historic Hudson Street Depot would connect downtown, the river, the South Mill District, existing neighborhoods, and future growth areas. As Healdsburg grows southward, it could become an increasingly central transportation hub. It's also only about four minutes farther from Vine Street—a small trade-off for a station that better serves the entire community.

Let's plan for Healdsburg's future, not just today. We urge you to give the Historic Hudson Street Depot serious, thorough consideration before selecting a station site. Please support a location that can serve the whole community for generations to come, the Depot.

Thank you,
Tara Harrell
[redacted]

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Raina Allan

From: Ariel Kelley
Sent: Monday, September 21, 2026 1:48 PM
To: Raina Allan
Subject: Fw: [EXTERNAL] - Support of The Hudson Project in Healdsburg

This is about the Hudson appeal, not SMART

ARIEL KELLEY | Councilmember

(she/her/hers)
City of Healdsburg, California

401 Grove Street, Healdsburg CA 95448

707-385-1282 cell and text

From: Jenny Hess <[redacted]>
Sent: Monday, September 21, 2026 1:19 PM
To: Chris Herrod <JHerrod@Healdsburg.gov>; Evelyn Mitchell <emitchell@Healdsburg.gov>; Ronald Edwards <REdwards@Healdsburg.gov>; David Hagele <dhagele@Healdsburg.gov>; Ariel Kelley <akelley@Healdsburg.gov>
Subject: [EXTERNAL] - Support of The Hudson Project in Healdsburg

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Dear Mayor and City Council Members,

My name is Jenny Hess and I am a business employer in Healdsburg. I am writing in support of The Hudson project.

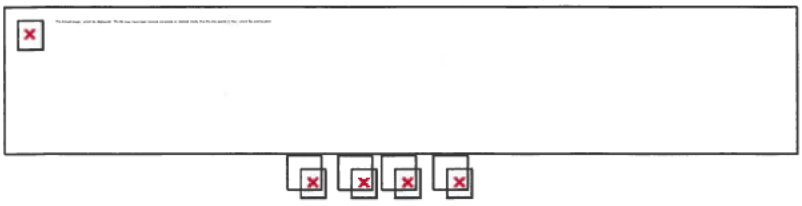
As a local employer, I believe there is strong demand for thoughtfully designed residences of this size and quality.

Separately, Healdsburg has an aging population, and our community needs additional housing options that allow seniors to remain here as their needs change.

The Hudson will also place residents in close proximity to downtown businesses, restaurants, services, and other local amenities.

I believe this is a positive project for Healdsburg and encourage the Council to support it.

Sincerely,
Jenny Hess



From: Mjhoevel
To: Board Questions
Subject: Selection of Train Station in Healdsburg
Date: Thursday, October 15, 2026 11:38:43 AM

As a resident of Healdsburg, I would like to see the current Depot chosen as the on boarding and off boarding station. This has been the choice of the City Council by a 4 to 1 vote, and the majority of my neighbors are in favor of this site.
I regret the influence on the Smart Board by the one person to vote against the Depot at our City Council meeting. I think it is a conflict of interest because she is also on the Board of the Smart Train. Recusal by this City Council\Board member should be a requirement before you vote on the station location.
Finally, I drive the Grove\Vine Street almost every day to avoid the traffic congestion caused by the tourists on Healdsburg Ave. Putting the station on Vine will increase traffic and delays, cause the Safeway parking lot to overflow, and increase the number of idling cars waiting to get by train passengers jaywalking to and from arriving and departing a Vine Street station. If you think I am exaggerating, just look at the tourists on any Saturday. Please vote to put the station at the Depot as just about everyone wants it there.

[redacted]
Healdsburg, Ca

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Raina Allan

From: Holly Hoods <[redacted]>
Sent: Monday, September 21, 2026 5:33 PM
To: City Council
Subject: [EXTERNAL] - Smart Train location
Attachments: smart train.pdf

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Dear Mayor Herrod, Vice Mayor Edwards, Council Members Mitchell, Kelley and Hagele,
Attached is my letter of support for keeping the Harmon Street site preference for the Smart Train depot in Healdsburg. Whatever position you take, I appreciate your good efforts to do the best job for the community.

Thank you,

Holly Hoods

Outlook

[EXTERNAL] - SMART Depot Station Healdsburg

From Nadya Hristeva <[redacted]
Date Wed 9/23/2026 6:21 PM
To Ronald Edwards <REdwards@Healdsburg.gov>

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Hello,
I am reaching out to express the importance of keeping the train station at the original depot. There are two empty parking lots currently available on Hudson St for passengers. Moving the station means downtown would be a lot more congested on weekends, which changes the feel of the city and makes it undesirable for locals to enjoy our own downtown on busy weekends. I am not sure what evidence supports the move to Vine street, but it does not make sense to keep the exiting available space empty. The walk to the plaza is short and convenient from the Hudson st location.

Thank you for reading this -

Nadya Hristeva

From: sineich@aol.com
To: Board Questions
Subject: Healdsburg station
Date: Saturday, September 26, 2026 3:41:08 PM

Mark me down as a vote for the Hudson station.
That said I would also like to voice my displeasure with the way that the board has approached the whole issue of the station location. By now I think you have probably concluded that a clear majority of residents want the Hudson station. So you're left with a clear choice: alienate the people who just approved the funding of Smart on three separate occasions. Or concede that the last minute proposal to change the location would create a very contentious and possible legal dispute! Please do the right thing and let's move on to what should be a positive experience for all of Healdsburg and the north bay communities.
Steve & Diane Ineich
[redacted]
Healdsburg

Sent from the all new AOL app for iOS
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From: Jon Kaiser
To: Board Questions
Cc: editor@healdsburgtribune.com
Subject: Healdsburg SMART station
Date: Sunday, September 27, 2026 2:23:22 PM

Greetings:

I live in Healdsburg and want to express my strong disagreement with the SMART train Healdsburg station being located on Vine street.

Vine street near downtown is the street used most by local residents for getting around town. Its traffic is light to moderate and it is strategically located near the businesses local residents use most often.

Locating a train station on Vine street, with the construction and congestion that it would bring, is a BAD idea that ignores the will of Healdsburg's residents and its city council.

Please locate the new station at the historic Depot as the majority of us are requesting!

Jon D. Kaiser, M.D.
Healdsburg resident
[redacted]

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Outlook

[EXTERNAL] - Vote for old depot location

From Carol-Ann Korpi <[redacted]
Date Mon 9/21/2026 3:07 PM
To Ronald Edwards <REdwards@Healdsburg.gov>

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Hi Ron,

My name is Carol Ann Comyns-Korpi and I live at [redacted] in Healdsburg.

I wanted to voice my opinion that I believe the old depot is the best location for the SMART train station in Healdsburg.

I am concerned that the decision will be made by the SMART train board rather than the City of Healdsburg. Is this normal procedure for every town that the SMART train accesses? This procedure seems very strange.

I also wonder if the new Mill District is somehow involved in this decision--I am guessing if I bought a $7M condo at the Mill District I would be concerned about noise and security with a train station directly behind me...

Thank you for hearing my input on this important topic for our town.

Kind regards,
Carol Ann

Outlook

43

[EXTERNAL] - Train station

From TESSA KRAFT <[redacted]>
Date Mon 9/21/2026 4:02 PM
To Ronald Edwards <REdwards@Healdsburg.gov>; David Hagele <dhagele@Healdsburg.gov>; Ariel Kelley <akelley@Healdsburg.gov>; Evelyn Mitchell <emitchell@Healdsburg.gov>; Chris Herrod <JHerrod@Healdsburg.gov>

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Good afternoon,
I am writing to request that the city council stand by the long expressed wishes of the community and let SMART know that we want the old depot to serve as the train stop in Healdsburg.
Thank you.

Tessa Kraft
[redacted]
Healdsburg CA

Outlook

[EXTERNAL] - Smart Train Location

From Chrissy Lancieri <[redacted]
Date Tue 9/22/2026 11:43 AM
To Ronald Edwards <REdwards@Healdsburg.gov>

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Dear Vice Mayor Edwards,

My name is Chrissy Lancieri, and I am one of your constituents. In fact, I think we live quite close from one another - my family lives on [redacted] (just behind the elementary school), and we sometimes see you when we are on a walk with our almost 2.5 year old son (he is regrettably quite loud sometimes, as he is on the spectrum and transitions are hard!). You've been the most accessible, genuine, and hard working city council member, and our family really appreciates your service to your community and the hard work you put into your work for the people of Healdsburg.

I am a Healdsburg resident since 2017; but I've been coming to Healdsburg since I was a little girl (as my grandmother, Colette Hatch, retired to Oakmont in the mid-nineties - she formerly headed the cheese department at Olivers and at Food for Thought before that). I have never been compelled to write to anyone about City happenings before, and I know the Hearing was last night; but I wanted to add my voice in support of the SMART train Hudson Street depot location.

I cannot fathom how making the station at Vine Street would benefit anyone beyond SMART and it's investors, and perhaps a handful of tourists. There is no argument I have heard which is compelling enough to discard the old depot location.

I have been excited for the existing depot to be renewed, and feel it would be a wonderful asset and infusion of life and renewal of history there. It is not far from the center of town, would relieve congestion from Vine Street, and keep parking open along Vine Street for those many other tourists and visitors - and yes, even residents(!) - who will remain in vehicles despite the addition of train transportation. It feels like there are blinders on to the number of individuals who will still be visiting Healdburg, or commuting to and from Healdsburg, by car. California is still not terribly navigable by public transportation like the East Coast (or other places globally) which were built around the same.

I feel so frustrated that it seems like the desires and needs of the people of Healdsburg - let alone just logical thinking and common sense - are getting railroaded (no pun intended) in favor of whatever SMART deems best for their pockets. Healdsburg has a thriving tourist and service industry economy, no doubt. Jobs and families count on this. But the best thing that City Council can do is stand up to SMART, and show that beyond the tourism and beyond the constant bowing to the needs and wants of wealthy visitors, Healdsburg and its leaders put their people and their voices first.

Not only does this make the most sense, but I believe it would add some trust back in the City's leadership that has frankly felt eroded over the past few years (your contributions are not included in this erosion, in my humble opinion). The more this City keeps pouring it's time and energy and fealty into keeping the rich and powerful happy at the expense of its residents, the less likely the City will have any populace to speak of at all (let alone a feeling of authenticity which helped make it such a special place and destination to begin with).

Healdsburg desperately needs to feel like our leaders care more about us and what is best for us rather than rolling over for whatever the wealthiest or most powerful voice in the room dictate will happen to us. Please help ensure that our wishes for the Hudson Street Depot location are honored.

Thank you, and I appreciate your time in reading this email and for all you do.

Respectfully,
Chrissy Lancleri

From: Gerry Lazzareschi
To: Eddy Cumins
Subject: SMART station
Date: Monday, October 26, 2026 12:54:11 AM
Attachments: PastedGraphic-3.png

To E. Cummings

I am a long time HEALDSBURG resident who works at our local, very much appreciated, hospital in the ED.

I am currently taking an extended vacation in Italy living in my dad's hometown of Lucca. I have been watching this debate from afar.

I too believe it is ludicrous to opt out of the current HUDSON street for the new station for the host of reasons brought forward by the community. I implore you to please listen to the majority of residents who I believe are the ones you are suppose to represent.

A vote for the VINE street station is another example of those with power following the dollars rather than the right path.

Thank you.



Gerry Lazzareschi, M.D.
email: [redacted]
cell: [redacted]

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From: Nick Lindemann.
To: Board Questions
Subject: Hudson st. Station
Date: Tuesday, September 22, 2026 9:25:51 AM

Hello Board,

After hearing the public feedback about the station location last night, it is clear to me that Hudson Street is the right choice.

The data SMART presented appears outdated and does not adequately account for the continued development of South Healdsburg or the number of residents and employees already located near Hudson Street.

A Hudson Street station would provide convenient access to Memorial Beach, downtown, nearby workplaces, and the growing number of residents expected in the area. By comparison, a West Plaza station could worsen downtown congestion and eventually create pressure to build a parking garage something that, in my opinion, would harm the character and atmosphere of downtown Healdsburg.

Looking at the long term needs of the community, I believe SMART should keep the station at Hudson Street. I encourage the City Council and SMART representatives to walk from both proposed locations to the plaza and experience each route firsthand. This would provide a clearer understanding of accessibility, distance, safety, and the practical impact each location would have on residents, workers, and visitors.

Thank you,

Nick L.

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Outlook

[EXTERNAL] - Smart train station location.

From [redacted]
Date Sat 9/19/2026 4:59 PM
To Ronald Edwards <REdwards@Healdsburg.gov>

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I am very much in favor of the old Depot as the station for Healdsburg. While agreements are beirg made to add Geyserville to the route, no real planning has been done thus far. It seems that at this point, Healdsburg is the last destination, anc will be so for a while. That means the train will not go into the roundabout until Geyserville or Cloverdale are included. This gives ample time to figure out the planning for how to train transverses Healdsburg. It also a clearer understanding for the rider-ship to and from Healdsburg.

I understand at this point, many people see business opportunity , if the station was on Vine St. However , traffic and parking will become bigger issues for those who live here.

Given the haphazard way by which traffic is being considered in Healdsburg. For example, the traffic congestion on Dry Creek, which will only get worse with the new housing complex, let's not create the same situation on the south end of town. We saw what can happen when traffic is snarled two years ago during the Future Farmer's Fair.
Somebody's gotta think a bit more in depth about these decisions and how they would affect the entire community as well as how they help the business district.

Good planning, transparency, and sound decision-making, while being a slower process, will probably get it right the first time.

Let's remember who's funding these projects. Unless the Council wants to reduce the property taxes for those who live here, we should have a good say on what goes on. The old depot location made sense two years ago, when we were asked, and it makes sense now.

Remember the old outage, "no taxation without representation". I thought it was the role of the City Council to carry out the will of the people. I thought they represented us . I don't believe it is their role to direct us.

Thanks for your efforts in this matter
Larry Machi

Sent from my iPhone

From: Lourdes Macias
To: Board Questions
Subject: Healdsburg Train - Initial Site
Date: Wednesday, October 14, 2026 2:41:53 PM

Dear Board Group,

I am a life long resident of Healdsburg (close to 60 years). Growing up in this previous small town I have had the pleasure of experiencing the modernized evolution of this famous town.

I do believe that the second site for the train site is not going to work in the long run due to lack of parking. The area is already too tight.

In a nutshell the old train station that had been there & that initially was going to return to function as a station is still the best ideal situation for the life LONG residents. We feel it is the most appropriate plan since we will be the ones using it and feeling the congestion of the heavier traffic in the mid-downtown area. Healdsburg has electric buses. Have a designated shuttle buses. The City can shuttle the passengers two blocks away who "can't walk" to the main plaza area. Simple! Leave what isn't broken alone; listen to the "real" residents; save MONEY not needed to fund another building & new parking that we just don't have. We the residents are/will be the ones dealing with parking issues & new traffic congestion that is coming due to the new apartment buildings currently in construction.

Thank you
Lourdes Macias

Sent from my iPhone
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Raina Allan

From: Robert Mahon <[redacted]>
Sent: Saturday, September 19, 2026 4:36 PM
To: City Council
Subject: [EXTERNAL] - OLD DEPOT

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OLD DEPOT

-Robin & Robert Mahon

From: Robert Mahon
To: Eddy Cumins
Subject: Train Depot
Date: Monday, September 28, 2026 7:33:53 PM

As residents of Healdsburg, our position on the SMART Train Station is the Hudson Street Location.

Robert & Robin Mahon

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Raina Allan

From: Ed Matney <[redacted]>
Sent: Monday, September 21, 2026 5:03 PM
To: Ronald Edwards; David Hagele; Chris Herrod; Ariel Kelley; Evelyn Mitchell; City Council
Subject: [EXTERNAL] - DEPOT should be the Site of SMART train in HDBG

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Dear City Council Members —

Healdsburg residents want the SMART train stop to be at the original DEPOT site on Hudson Street.

It was my understanding that this was already decided some time back.

"NO" to roundabout / downtown area siting of the SMART train station !

Thank you.

Best,

Ed Matney
Healdsburg, CA

From: district3
To: Kyreen Jorgensen
Subject: FW: Smart Train to Healdsburg Parking
Date: Tuesday, October 6, 2026 3:36:25 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: Rachel Mayorga <[redacted]>
Sent: Tuesday, October 6, 2026 3:16 PM
To: district3 <district3@sonomacounty.gov>; mary.sackett@marincounty.gov
Subject: Smart Train to Healdsburg Parking

EXTERNAL

Hi,
I am a resident of San Rafael and own a business in Healdsburg. I am so excited for the train to go to Healdsburg. I am concerned that if the location of the train depot changes from its current location on Hudson to City Hall, there will be more people trying to park downtown all day as they take the train to the city. We already have a parking problem in downtown Healdsburg especially on weekends and that will make it worse. It would be better to have people park at the Hudson st station to take the train south.
Plus bringing tourists to the south end of town helps expose more people to the businesses there. It really isn't a very far walk to the center of town. Walking is good and healthy for us:-) And if you are wondering where my business is, it is on the north end of town. This makes my walking commute a little longer but it will be worth it to have a less congested downtown.
Thank you for listening.
Rachel Mayorga MD

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Raina Allan

From: Ariel Kelley
Sent: Monday, September 21, 2026 1:48 PM
To: Raina Allan
Subject: Fw: [EXTERNAL] - Public Comment on SMART Station relocation
Attachments: Healdsburg City Council-Mark_McMullen_Healdsburg_Station_Comment_2026-09-21.pdf; Mark_McMullen_Healdsburg_Station_Comment_Supporting_Information_2026-09-15.pdf; SCT_Schedule_AUG2018_56.pdf

ARIEL KELLEY | Councilmember

(she/her/hers)
City of Healdsburg, California

401 Grove Street, Healdsburg CA 95448

707-385-1282 cell and text

From: Mark McMullen <[redacted]>
Sent: Monday, September 21, 2026 1:41 PM
To: Chris Herrod <JHerrod@Healdsburg.gov>; Ronald Edwards <REdwards@Healdsburg.gov>; David Hagele <dhagele@Healdsburg.gov>; Ariel Kelley <akelley@Healdsburg.gov>; Evelyn Mitchell <emitchell@Healdsburg.gov>
Subject: [EXTERNAL] - Public Comment on SMART Station relocation

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Good Afternoon Councilmembers,

I am attaching my written public comment for tonight's meeting. I will give a brief verbal comment tonight, as well.

I am also attaching my written public comment from the SMART Board of Directors Meeting last Wednesday.

Thank you for your service to Healdsburg.

Best regards,

Mark

Mark McMullen

PUBLIC COMMENT — SUPPORTING INFORMATION

SMART Board of Directors
Agenda Item 07: *Consideration of Healdsburg Station Location and Request Direction to Conduct Public Outreach*

Board Meeting: September 16, 2026
Submitted: September 15, 2026

Submitted by:
Mark McMullen
Healdsburg, California

Submitted in an individual capacity as a transit rider and Healdsburg community member. This comment does not represent the position of the *Healdsburg 2040 Parks & Connectivity Work Group*, the *Healdsburg Station Area Specific Plan Community Advisory Committee*, or any other organization or public body.

This submission is intended for inclusion in the public record and for consideration during any public outreach process and before a final decision on the Healdsburg station location.

Dear Chair Coursey, Vice Chair Sackett, and Members of the SMART Board of Directors,

I missed the 5:00 PM deadline, so this may reach you after the Board has already acted on Agenda Item 07. That item only authorizes public outreach, not a final station decision, so I'm sending this anyway. Please fold the points below into that outreach process before any final site decision is made.

Here is a little information about me: I have been a lead member of the *Healdsburg 2040 Parks & Connectivity Work Group* formed in 2018, following the AIA's *Sustainable Design Assessment Team's (SDAT)* evaluation of Healdsburg in their November 2018 report. We met monthly through 2023 and irregularly since. A few of us, myself included, were also on the *City's Community Parks Design Team* in 2019, working with the consultants and the City on Laura Fish Somersal Park and Badger Park. I currently sit on *Healdsburg's Station Area Specific Plan Community Advisory Committee*, but I'm writing this as an individual resident and transit rider, not on behalf of either group. I've ridden Routes 60, 67, and 56, the SMART train, and used Uber and Lyft over the years. The following comes from my years of transit experience, not just reading about it.

1. Most of the "changes" in the staff report are systemwide, not about this specific site.

Examining the sales tax funding through 2059, 123% ridership growth over FY24, the Cloverdale Extension landing in state and regional plans, and the Geyserville Station getting adopted shows that SMART is in good shape as an agency. However, none of those tell you anything new about Depot/Hudson Street location versus Vine Street location, a discussion the Healdsburg City Council worked through at great length in 2023-2024. The only thing I find in the report that's actually new and site-specific is the updated jobs, income, and demographics data. I request that this information be published in full and put side by side with the 2021 Census LEHD numbers SMART presented back in 2023-2024. Please let the public see what's changed at the site level, not just the network level.

2. SMART's own 2018 route map for *SMARTConnector 56* shows the exact turn used to reach the Depot from Front Street, and it undercuts the current turning-radius objection.

SMART contracted for *SMARTConnector 56*, the North County connector between Cloverdale Depot, Healdsburg Depot, Windsor Depot, and the Airport SMART Station, running on a regular weekday schedule. I rode it myself, from the Healdsburg Depot north to Cloverdale and south to the Airport station. SMART's own 2018 route map doesn't just list Front Street and Hudson Street as roads near the route, it shows the bus's actual turn sequence into the Depot area: eastbound on Healdsburg Avenue, northbound on Front Street, westbound on Hudson Street. That's SMART's own record of a full-size bus making the turn that Healdsburg Public Works now says buses can't make. I definitely remember this from riding it. I believe that service got cut during COVID for low ridership, not because the turn didn't work. I ask that the current claim that buses "can't navigate the turns onto Harmon/Hudson" be evaluated against SMART's own route history. If something at that intersection has dramatically changed since 2018, please let us know what changed, when it changed, and show the engineering reason behind it.

3. The *Foley Family Community Pavilion* and its Farmers' Market weekly street closures over most of the months of the year are a real change that has not been addressed in the Vine Street proposal.

Since the 2024 decision, the City finished the *Foley Family Community Pavilion* at 3 North Street and moved the Farmers' Market there permanently. The 2026 Farmers'

Market schedule closes North Street directly in front of the Pavilion on Saturday mornings into early afternoon, April through December, and Tuesday mornings into early afternoon, May through September. Plus there are extra closures for other events throughout the year. North Street is the connection between the proposed Vine Street site and Healdsburg Avenue, where *Route 60* runs now. *Amtrak's Gold Runner Route 7*, by contrast, already gets to US 101 through the Mill Street entrance and exit. If its stop were moved to the Vine Street location, it would dramatically change its route inside Healdsburg. This North Street issue is a new problem, showing up after the Council's 2024 decision. However, it is nowhere in the staff report's case for reconsidering the site. These street closure and reroute issues need to be realistically addressed before anyone calls Vine Street's multimodal connection an advantage.

4. The "intermodal hub" case for Vine Street depends on a bus stop relocation that has not been proven or documented, and would require many more turns than either service makes today.

Route 60's stops (Healdsburg Plaza - Healdsburg Ave northbound, Healdsburg Ave & Matheson St southbound) and *Gold Runner's Route 7* stop south of the Mill Street roundabout both sit on Healdsburg Avenue today, not Vine Street. The report assumes both services would just move to Vine Street. I haven't seen anything from SCT or Amtrak/Gold Runner showing that location actually works for them.

Here's what that move would really take. Right now, *Gold Runner's Route 7* gets on and off US 101 at Mill Street, no detour into downtown required. Move the stop to Vine Street, and a northbound coach would exit at Central Healdsburg like it does now, get to the Vine Street station, then either run north on Vine to Grove to Dry Creek Road and back onto US 101, or cut east on North Street to Healdsburg Avenue, south to Mill Street, and north on US 101 from there. Southbound is the same problem in reverse: exit at Dry Creek Road, south on Grove to the station, then south to the Central Healdsburg entrance; or exit at Mill Street, north on Vine to the station, then north to North Street, east to Healdsburg Avenue, then south on Healdsburg Ave to Central Healdsburg. Every version adds several turns through downtown streets, including North Street with its market-closure problem, and Grove Street, which is being redesigned for safety improvements. I have not seen any information on how all of that plays out in the real world.

I'd like staff to confirm in writing whether this relocation has been strategically discussed and evaluated with SCT and Amtrak. Knowing their input on how this would actually work would clear up many of the current unknowns. If it has already been worked out, we need to see the reports. If it has not, then it needs to stop being shown as a settled advantage for Vine Street.

5. Information Needed During Outreach and Before a Final Station Decision

Before any final decision on the Healdsburg station location, the following information should be available to the Board and the public:

- the full updated jobs and demographics data compared directly against the 2023-2024 figures;
- a real reconciliation of the *SMARTConnector 56* route map against the current turning-radius objection;
- a circulation study covering the actual Foley Pavilion street-closure window, including load-in and teardown;
- a real evaluation of whether Vine Street/Grove Street and the other reroute options can handle the bus turns and associated time delays; and
- written confirmation from SCT and Amtrak/Gold Runner on whether they have a workable plan to move their stops to Vine Street.

If the Board has already authorized outreach by the time you read this, please fold these items into that process instead of setting them aside. The actual site decision is still ahead of you, and this bears directly on it.

I've attached SMART's own *2018 SMARTConnector 56* schedule and route map to back up point 2.

Thanks for reading this, even late, and for the chance to weigh in.

Mark McMullen
Healdsburg, CA
[redacted]
Writing as a transit rider and Healdsburg community member, in an individual capacity

EFFECTIVE AUGUST 12, 2018

sctransit.com

(Bus travels down the schedule / El horario se lee de arriba hacia abajo, en columnas.)

* SMART Connector

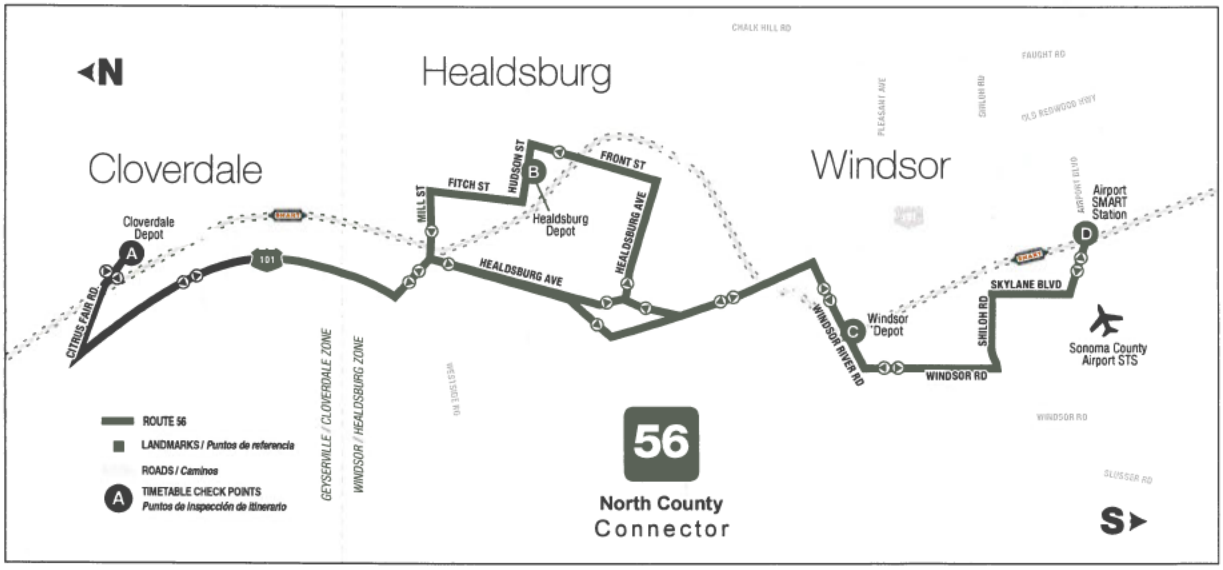
56

North County Connector to Airport SMART Station

Weekday Service / Servicio los días de semana

Southbound Commute		Bold type = PM	
Route		56	56
CLOVERDALE Cloverdale Depot	A	6:20	**4:50**
HEALDSBURG Healdsburg Depot	B	6:41	**5:11**
WINDSOR Windsor Depot	C	6:54	**5:24**
SANTA ROSA Airport Blvd - SMART Station	D	7:04	**5:34**
Airport Station *(Southbound train departs)*	D	*7:19*	***5:49***

Northbound Commute		Bold type = PM	
Route		56	56
Airport Station *(Northbound train arrives)*	D	*7:06*	***5:36***
SANTA ROSA Airport Blvd - SMART Station	D	7:15	**5:45**
WINDSOR Windsor Depot	C	7:25	**5:55**
HEALDSBURG Healdsburg Depot	B	7:38	**6:08**
CLOVERDALE Cloverdale Depot	A	7:58	**6:28**



SonomaCountyTransit

#8895 Smart Train Healdsburg

Submitted	Received via	Requester
November 12, 2026 at 11:38 AM	Mail	Carol McKnight <[redacted]>

Status category	Ticket status	Type	Priority	Group	Assignee
New	New	-	-	-	-

Topic confidence	Sentiment	Language	Language confidence
High	Very negative	English	High

Topic	Sentiment confidence
Misc::Feedback::Negative service feedback	High

Carol McKnight November 12, 2026 at 11:38 AM

This brouhaha over a tiny difference in walking time makes absolutely no sense!! This week I walked 4 minutes from the depot and I was in town near several restaurants, shops, and tasting rooms right by the roundabout. Oops, I forgot, people come here only for the plaza! Not to walk around and enjoy the many the aspects of our delightful sweet town. Come on, Smart folks, do better and stop with your manufactured problems. People already come here, in droves, so fussing about ridership based on a 4 minute walk is laughable. You're about to make a terrible unnecessary irreversible mistake that will negatively affect 13,000 citizens. Please think this through and do the right thing.

Sent from the iPhone of Carol McKnight

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Support software by Zendesk

From: Carol McKnight
To: Board Questions
Cc: redwards@healdsburg.gov
Subject: Smart train healdsburg
Date: Tuesday, October 27, 2026 3:51:47 PM

Regarding the Smart Train in Healdsburg: I use Grove/Vine as a quick easy route to the Post Office, our gym, Safeway , and to access downtown without having to navigate all the tourist traffic on Healdsburg Ave. A train platform on Vine would eliminate that route entirely. I honest don't think the Smart Board understands the impact this would have on the daily lives of our community. Please, Smart folks, don't forget, we are still a community and are already inundated with tourists every time we venture out. There are 13,000 of us who still need to navigate this place we call HOME. I'm appealing to you to make your decision with dignity and respect for us. We welcome the train, but we don't welcome unnecessary chaos and disrespect. Thank you. Carol McKnight. [redacted]
Sent from the iPhone of Carol McKnight
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From: Julia Gonzalez
To: Kyreen Jorgensen
Subject: Fw: Healdsburg Train Depot location
Date: Thursday, September 24, 2026 8:40:26 AM

Julia Gonzalez
Sonoma-Marin Area Rail Transit District
Communications and Marketing Manager
Office: 707-794-3063
Mobile: 707-981-1028

From: Eddie Merideth <[redacted]>
Sent: Wednesday, September 23, 2026 10:24 AM
To: Jon Kerruish <JKerruish@sonomamarintrain.org>; Jennifer McGill <JMcGill@sonomamarintrain.org>; Jessica Sutherland <jsutherland@sonomamarintrain.org>; Julia Gonzalez <jgonzalez@sonomamarintrain.org>; Marc Bader <mbader@sonomamarintrain.org>; Bill Gamlen <BGamlen@sonomamarintrain.org>; Separated - Heather McKillop <hmckillop@sonomamarintrain.org>; Eddy Cumins <ecumins@sonomamarintrain.org>
Cc: James Andrews <[redacted]>; [redacted]
Subject: Re: Healdsburg Train Depot location

James is right on target with his comments. Not sure whose idea it was to make a potential change for the location. Listen to the Healdsburg residents as they are the ones who will live with the consequences of your decision. Our current downtown has multiple parking limitations…especially during the height of our tourist season. Add in the new Foley Pavillion and the farmers markets that take place there not to mention the various events scheduled for this new facility. There is also much activity surrounding the plaza (ie. Tuesday night concerts, special holiday events and general parking problems as this being a desirable local and tourist destination) that need your serious consideration. Close to the old depot is where this stop should be…much less intrusive to those of us who live in the area.

Eddie Merideth
[redacted]
Healdsburg

Sent from my iPad

> On Sep 23, 2026, at 11:03 AM, James Andrews <[redacted]> wrote:

Dear Mr Cumins,

I am writing to express my strong opposition to placing the proposed SMART train station near downtown Healdsburg, as discussed in recent reports.

Both the residents of Healdsburg and our city council have consistently expressed a clear preference for locating the station on the south side of town near the existing historic depot. This location aligns best with our community's vision for traffic flow, neighborhood integration, and local infrastructure.

Downtown Healdsburg is already a vibrant, high-traffic hub, and placing the station there will create severe congestion and logistical challenges. The community's overwhelming consensus is that the south-side site is the right choice for residents and commuters alike.

I strongly urge SMART to listen to the community and respect the city council's position by placing the depot at the existing south-side location.

Sincerely,

James Andrews

James Andrews [redacted] **(cell)** [redacted]

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From:	Gretchen Meyer
To:	district3@sonomacounty.gov; mary.sackett@marincounty.gov; david.rabbitt@marincounty.gov; eric.lucan@marincounty.gov; bgamien@sonomamarintrain.org; kjacobs@novato.gov; Eddy Cumins; Ariel Kelley; vfleming@srcity.gov; patty.garbino@marinsanitary.com
Subject:	Hudson Street Station
Date:	Monday, September 28, 2026 6:46:02 PM

Dear SMART People,

As frequent riders of the SMART train, both for commute and pleasure,
we support the Hudson Street location for Healdsburg's Smart Train station.

- Restore a historic building instead of demolition and starting building from scratch
- Plenty of space for parking, and not adding more cars to a high traffic location
- A short block's walk to the Mill District and roundabout entry to Healdsburg's downtown
- Most efficient path to having a Healdsburg station (we can't wait!)

We fear community opposition to the Vine Street proposal will add complications, cost, and delay. Healdsburg has a fiercely proud, protective and active network of residents with a history of stalling developments for decades.

With Appreciation for All You Do,
Chris & Gretchen Meyer

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Outlook

[EXTERNAL] - Fwd: Keep Healdsburg smart train station at Hudson Street

From Lisa Michaels <[redacted]>
Date Thu 9/24/2026 9:36 AM
To Ronald Edwards <REdwards@Healdsburg.gov>

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

Hello Ron! Thank you for your leadership about the smart train station location. I am forwarding you this letter which I sent to the smart train board. I was encouraged by Gretchen Gause to forward it to you. Thanks for your activism!

---------- Forwarded message ---------
From: **Lisa Michaels** <[redacted]>
Date: Wed, Sep 23, 2026 at 12:55 PM
Subject: Keep Healdsburg smart train station at Hudson Street
To: <board@sonomamarintrain.org>

I am writing to express my strong feeling that moving the Smart Train station to downtown Healdsburg is going against the wishes of our community and does not take into account the long-term impacts of this sudden relocation. We came together as a community to express our desire for the train to be at the Hudson Street station. We are concerned about the loss of parking, which is hard to find near the plaza. We are thinking about the long-term growth of our town and the fact that a transit hub unlocks housing funds which are sorely needed to provide workforce housing in our town. The train is not just for tourists! We regularly walk the path from the roundabout, which is now the heart of town, to the Hudson Street station and it takes only a few minutes on a flat open walking path. This part of town near the Hudson Street station has been neglected and would benefit from the increase in foot traffic and business that would be drawn to the area by a properly sited station. Our town is in an uproar about this unexpected last-minute change to our plan. I noticed in this morning's news that this sudden change in plans and the negative response from Healdsburg citizens has been noted in articles in the San Francisco Chronicle, the Marin Independent Journal, the Press Democrat, and our local Healdsburg paper. We have a very strong community here which is trying to solve the problems of transit and housing, and set Healdsburg up for future growth in the right direction. Please listen to our wishes!
Sincerely,
Lisa Michaels
[redacted]
Healdsburg, CA 95448

Raina Allan

From: susan mitchell <[redacted]>
Sent: Monday, September 21, 2026 5:26 AM
To: City Council
Subject: [EXTERNAL] - Smart train depot location

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

I am OPPOSED to moving the location of the train station. I see no purpose in reopening the conversation. The issue was well explored a number of years ago.
Susan Mitchell
Geyserville

From: Ann Marie Montecuollo
To: Eddy Cumins
Subject: Make A SMART CHOICE
Date: Saturday, October 24, 2026 7:53:32 PM

To: E. Cumins

The more my husband and I discussed Thursday night's presentation the more upset we became. Is this really where we are? I had hoped that our county government would function with more respect for its people who attended, allowing at least a Q&A. There is much to be considered:
Since the number of trains traveling through the round-about is estimated to be 4 per hour, there will inevitably be traffic issues. The Depot area is a natural and convenient place for the station as it would give contractors more time to workout serious safety issues crossing Healdsburg Ave as it heads on up to Geyserville. It also would serve a growing number of people who will be occupying the anticipated low cost housing buildings adjacent to the Mill District. They are the ones who will use the trains most often. Whether traveling to the JC or to work, they will benefit greatly and really, aren't they the ones we have been most concerned with as our town grows?

Asking people in Marin what they would prefer is of some interest, but their feed back should take a back seat to the decision of the Healdsburg resident majority. Marin and southern Sonoma Co. residents have no sense of the impact a Vine Street Station would cause to downtown as compared to the alternative. And really, how many of them would be up for a more than 2 hour train ride in each direction to enjoy our town for dinner?
Healdsburg has a strong tourist business already. It does not need a train station next to the Foley Center to experience growth. In fact it may hinder it.
Parking is tough enough in this dense part of town. Bruce Abramson gave a perfect report on the numbers of spaces SMART is suggesting in the Vine Street area. The results would be awful.

When our elected officials make decisions ignoring their constituency, under the guise of them knowing better, speculation as to the reason becomes questionable. Cutting off a Q&A plays into those suspicions especially when the majority is feeling betrayed. Do not ignore the 2024 decision made by that majority in good faith.

Please rethink your proposal. Create a safe and easily accessible SMART station in the Depot area.

Respecfully,
Ann Marie Montecuollo
[redacted]

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From: Miranda Mota
To: Board Questions; cco@sonomamarintrain.org
Subject: Public comment for support of Hudson St. Station
Date: Wednesday, September 23, 2026 3:17:06 PM

Dear Members of the Citizens Oversight Committee,

I am writing regarding the discussion of the Healdsburg SMART station location.

I am concerned that the renewed station-location consideration is not giving sufficient weight to the land-use and infrastructure planning already underway around Hudson Street, or to the negative impacts of a Vine Street station on the density of downtown.

For a decision this permanent, SMART should be evaluating not only where activity is concentrated today, but which location best supports Healdsburg's transportation, housing, circulation, safety, and development needs over the coming decades.

The City has moved forward with planning for housing, transportation, infrastructure, circulation, and future growth based on the Hudson location, while many of the arguments now being raised for Vine appear to rely heavily on today's bus routes, job locations, and as a tourist "destination."

I am also concerned that the case for Vine may be treating proximity to today's downtown activity as equivalent to accessibility. A station can be geographically closer to some destinations while also making movement through the area more difficult, less safe, or more congested. Vine is already an intensively used part of downtown, with substantial demands on parking and circulation. The Foss Creek Pathway is an important pedestrian and bicycle route used by residents, families, and children moving through town and accessing everyday destinations - and it is the **corridor that easily connects Hudson station to all of downtown, including the growing Mill Street area. Don't ignore this part of town .**

Locals also want to use SMART and need parking; this area is already challenging for parking. There is too much there already and the Hudson St location is going to expand our downtown footprint.

1. The current bus routing should not be treated as a fixed constraint. A rail station is permanent infrastructure; bus routes and connecting transportation can change over time.

2. The practical walking-distance difference between the two locations should be kept in perspective. The Hudson station is not remote from downtown. The City's own workshop materials described the Depot location as approximately a seven-minute walk to the Plaza, compared with approximately four minutes from the downtown location. People who live, work, and visit downtown already walk meaningful distances between parking, jobs, shops, and their nearby neighborhood homes, and this will only increase as Healdsburg expands its housing and the Mill District grows. The walkability is what makes our town special.

SMART should evaluate the Healdsburg we are planning for over the next several decades, not only the Healdsburg that exists today.

The fundamental question should be: **Which station location best supports Healdsburg's transportation, housing, circulation, safety, and development needs over the next 30 to 50 years?** In my view, the answer remains Hudson Street—the location the City Council confirmed in February 2024 after considering both Hudson and Vine, public input, traffic and parking concerns, transit options, housing, job creation, and neighborhood connectivity.

I hope SMART gives appropriate weight to that prior public process and the planning work that has followed from it.

~Miranda Mota
[redacted]
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From: Anne Muller
To: Board Questions; Mike Muller
Subject: Healdsburg Station Location
Date: Wednesday, September 23, 2026 8:48:56 AM

My husband, Mike & I are in agreement with our Healdsburg City Council on the Hudson Street location for the future SMART platform/station. This has been the overwhelming location selected by previous City Councils and Healdsburg citizens for many years. There is plenty of room there for the platform and for parking. The location is close to 2 schools and numerous businesses. The city of Healdsburg has been planning for future development in the south end of town, which will be close to the Hudson Street location.
Although the alternative Vine Street location seems to be viable, we see some major problems with it. There is already high traffic and pedestrian congestion in this part of downtown. Parking is extremely hard to find already. Taking away parking from an already full lot for SMART customers would cause even more parking problems. If the construction of the tracks & platform necessitated removal of existing street parking, this would worsen the problem. Removal of mature trees on Vine Street would be a great loss. In our eyes, there are no compelling reasons to change the station to this location.

We look forward to filling out your survey to express our feelings. Both of us are SMART riders/customers. We have traveled many times from Windsor to Marin County and also to SF Giants games via the Larkspur ferry. We are excited about using the future Healdsburg station here in our hometown.

Thank you,
Anne & Mike Muller
[redacted]
Healdsburg
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Outlook

[EXTERNAL] - Depot Location & LUV Carwash

From Anne Muller <[redacted]>
Date Sun 9/20/2026 2:33 PM
To City Council <CityCouncil@Healdsburg.gov>

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Dear Council~

My husband Mike and I wish to express our position on the Smart train depot location. We agree with our council's decision in 2024 to use the original Hudson train station location. There is plenty of room there for the tracks, platform, and parking. The alternative location poses less available parking, disruption during construction, & more congestion in an already busy area.

We also are asking for something to be done regarding the noise generated by the new LUV car wash. The loud noise created by the drying equipment is very jarring & disruptive to our neighborhood's peace. We're unable to open our windows/screen doors for fresh air. Being outdoors in our yard is not a relaxing experience.The noise is intermittent from early morning to 7:30 PM. Ron Edward was told that LUV would be checking into "mufflers" for their drying equipment. Please check into this and push for a resolution soon.

Thank you.

Blessings~
Anne Muller
[redacted]
Healdsburg
[redacted]

Outlook

[EXTERNAL] - Old Depot

From Michael Muller <[redacted]>
Date Sat 9/19/2026 1:23 PM
To Ronald Edwards <REdwards@Healdsburg.gov>

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

Hi Ron,
I've lived in Healdsburg for over 40 years and ride SMART every week from Windsor to San Rafael. I put my bike in my truck and park in Windsor, then bike from San Rafael over to San Anselmo. It would seem obvious that the most logical and cost effective place to put the train platform would be at the old existing Train Depot. Please don't let the SMART officials talk the City Council into putting the new station on Vine Street and adding to our many parking and traffic issues.
Sincerely,
Mike Muller
Sent from my iPhone

From: [redacted]
To: Eddy Cumins
Subject: SMART Healdsburg Station
Date: Friday, October 2, 2026 5:04:55 PM

Eddy Cumins
General Manager

Why would anyone have the ridiculous notion that visitors coming to Healdsburg and paying $600+ a night for a hotel room are going to ride the Smartrain and shlepp their luggage from Hudson Street to downtown . . . or even from Vine Street to downtown? They will drive their car and let the valet take their luggage out and hand it to someone else. And besides, with Healdsburg's "a hotel on every corner" policy, isn't there going to be a hotel right next to the Hudson Street station in the Mill Street complex?

The residents of Healdsburg, who happen to be the ones whose opinions should matter, have already voiced their opinions – Hudson Street. As has the City Council. The downtown area, including Vine Street, already has parking problems. Yes, there's a large parking lot, several as a matter of fact, but they seem to be reserved for hotel valet parking. So parking in the neighborhoods will be impacted even more than it already is by locals who want to take the train but live too far away to walk from home. Or residents from Geyserville and Cloverdale who want to ride the train south. The Hudson Street site has room for ample parking.

Hudson Street – Yes! Vine Street – No!

Marcy Murphy
Healdsburg

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From: Joe Nagan
To: Board Questions
Subject: Healdsburg depot
Date: Friday, September 25, 2026 8:06:43 PM

We want the station at our old depot site NOT the vine street “downtown” site
Thank you, Joe Nagan (Healdsburg Farmers Market)

Sent from outer space
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From: kathy napolitan
To: Board Questions
Subject: Healdsburg station
Date: Tuesday, September 29, 2026 2:27:57 PM

Keep station on Hudson Street!!
No to Vine Street.
Thank you
Sent from my iPhone
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From: Julia Gonzalez
To: Kyreen Jorgensen
Subject: Fw: Healdsburg Station(s)
Date: Thursday, September 24, 2026 8:41:15 AM

---------- Forwarded message ---------
From: BROOKS F Nelson [redacted]>
Date: 9/22/2026, 10:13:02 PM
I heard today that you bypassed (Ignored) the People and City Council on the Station site's location(s) in Healdsburg—just a reminder: we approved the tax extension for the next 30 years. And you decided to ignore people, or should I say, Residences and the City Council of Healdsburg- maybe as voters, we should repeal the approved tax extension that we just gave you, SMART.
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--

Ashley Gutierrez
Administrative Assistant | Customer Service

Sonoma-Marin Area Rail Transit District (SMART)
5401 Old Redwood Hwy, Suite 200
Petaluma, CA 94954
(707) 794-3330
www.sonomamarintrain.org

From: Jennifer Nelson
To: Board Questions
Subject: Opposition to Vine St Station Location
Date: Thursday, October 22, 2026 5:22:10 PM

Dear SMART Board Members,

As a 10 year resident of Healdsburg, I am writing to express my opposition to locating the SMART train station at the Vine St location. The station belongs at the Depot! The depot location is a far more charming entryway into the heart of Healdsburg.

My concerns are practical and directly affect the quality of life in this part of town:

- **Loss of trees and shade:** Removing trees along the pedestrian pathway would diminish shade, comfort, and the character of the area. In a community that values its walkability and natural environment, this is a significant loss.
- **Reduced parking:** Removing existing parking spaces would put additional pressure on an area where parking is already important to residents, visitors, and local businesses.
- **Increased traffic and congestion:** This part of Healdsburg already experiences traffic congestion. Adding train-related traffic and activity without adequately addressing existing conditions risks making the problem worse.

Public transit infrastructure should improve a community, not create unnecessary trade-offs in pedestrian comfort, parking, and traffic flow. I urge the Board to reconsider this decision and carefully evaluate alternative locations that would provide rail access while minimizing these impacts.

Please ensure that the effects on trees, pedestrian shade, parking availability, and existing traffic conditions are fully considered before moving forward.

Thank you for your attention to these concerns.

Sincerely,
Jennifer Nelson
Healdsburg, California

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From: district3
To: Kyreen Jorgensen
Subject: FW: Smart train in Healdsburg
Date: Monday, October 5, 2026 11:02:02 AM

From: Lisa Nieto <[redacted]>
Sent: Monday, October 5, 2026 9:13 AM
To: district3 <district3@sonomacounty.gov>
Subject: Smart train in Healdsburg

EXTERNAL

My husband and I have been residents of Healdsburg since 1970, me all my life. We think it makes more sense to have the train stop at the original train station. If you put it at Vine Street we will constantly have a real long back up to freeway coming in, as it happens now even without the train. Please stay with original plan and make the train stop there.

Thank you,

George and Lisa Nieto

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From: Tom Ohair
To: COC
Subject: COC Inquiry
Date: Friday, September 18, 2026 3:12:58 PM

I am curious as to why SMART is speaking at the Healdsburg Council meeting on Monday? The city has spoken where they want the depot yet SMART is still insisting it be elsewhere, why?
This is to the citizens oversight committee, will you be speaking on behalf of the majority of Healdsburg or for the few?
Congressman's office says the decision is for Healdsburg City Council to decide. Rumor has it Smart is going to do what ever they want, dammed the City,
Please tell us the truth
Thank you
To
Sent from my iPad
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From: Tom Ohair
To: Board Questions
Subject: Healdsburg
Date: Monday, September 28, 2026 3:46:57 AM

Hudson depot yes
Sent from my iPad
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From:	Ashley Gutierrez Quant (Sonoma-Marin Area Rail Transit (SMART))
To:	Kyreen Jorgensen
Subject:	Fwd: HEALDSBURG SMART TRAIN LOCATION
Date:	Wednesday, September 30, 2026 1:58:51 PM

Forward

From: Ashley Gutierrez Quant (Sonoma-Marin Area Rail Transit (SMART))
<customerservice@sonomamarintrain.org>
Date: Wed, Sep 30, 2026 at 10:43 am
Hello Noelle,

Thank you for your email. Your feedback has been received and will be shared with applicable staff and the SMART Board of Directors.

For more information about the Healdsburg Extension Project, and to sign up for periodic email updates, please visit sonomamarintrain.org/healdsburg. A community input survey will also be available soon, providing another opportunity to share your feedback. If you sign up for project updates, we will send you a link to the survey when it opens.

Thank you for taking the time to share your feedback with SMART.

Best regards,

Ashley Gutierrez
Administrative Assistant | Customer Service

Sonoma-Marin Area Rail Transit District (SMART)
5401 Old Redwood Hwy, Suite 200
Petaluma, CA 94954
(707) 794-3330
www.sonomamarintrain.org

From: Noelle O (Sonoma-Marin Area Rail Transit (SMART))
<customerservice@sonomamarintrain.org>
Date: Tue, Sep 29, 2026 at 12:34 pm

Kyreen Jorgensen

Clerk of the Board / Executive Assistant
Office: 707-794-3072
Mobile: 707-789-2597

---------- Forwarded message ---------
From: Eddy Cumins <ecumins@sonomamarintrain.org>
Date: 9/29/2026, 12:34:28 PM

FYI

From: NOELLE OTTOBONI & ASSOCIATES [redacted]
Sent: Tuesday, September 29, 2026 11:01 AM
To: Eddy Cumins <ecumins@sonomamarintrain.org>
Subject: HEALDSBURG SMART TRAIN LOCATION

As a property owner in Healdsburg, I would like to express my viewpoint that the Smartrain station should be located at the original depo location and not the newly-proposed Vine Street location.

Residents will be unnecessarily delayed from the traffic congestion caused at the Vine Street location.

This train is meant to bring people to the city, not to cause traffic and congestion in a very small town. We do not want the depot location in the Vine Street location!!

Noelle Ottoboni

[redacted]

Healdburg, California

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Ashley Gutierrez
Administrative Assistant | Customer Service

Sonoma-Marin Area Rail Transit District (SMART)
5401 Old Redwood Hwy, Suite 200
Petaluma, CA 94954
(707) 794-3330
www.sonomamarintrain.org

From: Ashley Gutierrez Quant
To: Jody Patraka
Cc: Kyreen Jorgensen
Subject: [SMART Customer Service] Re: Healdsburg SMART Train
Date: Tuesday, October 20, 2026 10:49:20 AM

Hello Jody,

Thank you for your email. Your feedback has been received and will be shared with applicable staff and the SMART Board of Directors.

For more information about potential Healdsburg station locations, including upcoming community meetings, and a community input survey to provide your feedback and help SMART better understand community travel needs and preferences, please visit sonomamarintrain.org/healdsburgstationlocation.

Thank you for taking the time to share your feedback with SMART.

Best regards,

Ashley Gutierrez
Administrative Assistant | Customer Service

Sonoma-Marin Area Rail Transit District (SMART)
5401 Old Redwood Hwy, Suite 200
Petaluma, CA 94954
(707) 794-3330
www.sonomamarintrain.org

This email is a service from Sonoma-Marin Area Rail Transit (SMART). Delivered by Zendesk

On October 20, 2026 at 5:42:18 PM UTC, Jody Patraka [redacted] wrote:

> Please forward to the Board of Directors for SMART Train.
>
> We want to keep the SMART Train station where it was originally decided it would be, at the Old Depot.
> It should NOT be located anyplace else.
> There is already some infrastructure at the Old Depot.
> Any other location will cause major disruption.
> Listen to the People !
>
> Thank you,
> Jacky Leibow
>
> - 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

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Raina Allan

From: Jody Patraka <[redacted]>
Sent: Saturday, September 19, 2026 8:37 PM
To: City Council
Subject: [EXTERNAL] - Smart - OLD DEPOT !!

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

From: Julia Gonzalez
To: Kyreen Jorgensen
Subject: Fw: RE: Healdsburg Depot Location
Date: Thursday, September 24, 2026 8:42:20 AM

---------- Forwarded message ---------
From: Nick Peay <[redacted]>
Date: 9/18/2026, 12:51:56 PM
Hi,
I just read in today's Press Democrat that SMART is pushing to locate the Healdsburg train station downtown. The Healdsburg city council already solicited its citizens and we overwhelmingly voted to keep the old depot location as the future SMART train station. The PD reported that SMART held a forum on the topic and only 12 people responded, but the City of Healdsburg already polled its citizens and I recall the response rate was high.
As for rationale, there is much more space at the old depot location, ready to build, tracks, platforms, ample parking. The walking distance from the old depot to downtown is negligible, de minimis, while the existing parking situation at any proposed downtown location is already over-subscribed.
KEEP THE OLD DEPOT LOCATION
Nick Peay
[redacted]
Healdsburg, CA 95448
[redacted]
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--

Ashley Gutierrez
Administrative Assistant | Customer Service

Sonoma-Marin Area Rail Transit District (SMART)
5401 Old Redwood Hwy, Suite 200
Petaluma, CA 94954
(707) 794-3330
www.sonomamarintrain.org

Outlook

32
10:45

[EXTERNAL] - RE: Old Train Depot

From Nick Peay <[redacted]>
Date Fri 9/18/2026 12:26 PM
To City Council <CityCouncil@Healdsburg.gov>

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

Please put the SMART station at the old depot location! DO NOT BUILD IT DOWNTOWN. I remember the public's opinion was solicited already and we firmly voted to keep the old location. Why am I hearing this bad idea come around again?
Nick

From: Julia Gonzalez
To: Kyreen Jorgensen
Subject: Fw: Healdsburg Train Depot location
Date: Thursday, September 24, 2026 8:40:16 AM

Julia Gonzalez
Sonoma-Marin Area Rail Transit District
Communications and Marketing Manager
Office: 707-794-3063
Mobile: 707-981-1028

From: Elizabeth Pembroke [redacted]>
Sent: Wednesday, September 23, 2026 10:36 AM
To: Eddy Cumins <ecumins@sonomamarintrain.org>; Separated - Heather McKillop <hmckillop@sonomamarintrain.org>; Bill Gamlen <BGamlen@sonomamarintrain.org>; Marc Bader <mbader@sonomamarintrain.org>; Julia Gonzalez <jgonzalez@sonomamarintrain.org>; Jessica Sutherland <jsutherland@sonomamarintrain.org>; Jennifer McGill <JMcGill@sonomamarintrain.org>; Jon Kerruish <JKerruish@sonomamarintrain.org>
Cc: Ariel Kelley <ariel@arielkelley.com>
Subject: Healdsburg Train Depot location

Dear SMART Board Members,
I am writing to strongly support locating Healdsburg's SMART station at the historic depot site on the south side of town rather than moving it into the heart of downtown.
I understand the appeal of locating the station downtown and the desire to make it as easy as possible for visitors to step off the train and immediately access our shops, restaurants, hotels, and Plaza. However, that convenience needs to be balanced against the very real consequences for the people who live and work here every day. A downtown station would place an enormous additional burden on an already congested area, and I believe the long-term impact on local residents, businesses, traffic, and parking would far outweigh the benefit of placing the station a few blocks closer to the Plaza.
Parking downtown is already limited, particularly on weekends, during events, and throughout the busy visitor season. Adding a train station—and the additional parking, passenger drop-offs, rideshare activity, buses, and other traffic that would accompany it—would place even greater pressure on an already constrained area.
I am equally concerned about the effect of train traffic on our downtown street network. Trains traveling through the center of Healdsburg would affect multiple street crossings and could further complicate traffic circulation through a very compact downtown. This is not simply a question of where passengers might prefer to board a train; it is a decision that will affect residents, businesses, visitors, emergency access, parking, and everyday traffic patterns for decades to come.
The historic depot site offers a much more appropriate location. It preserves convenient access to downtown while avoiding the unnecessary congestion that would come with placing the station directly in the city center. It also respects the location the Healdsburg City Council has

previously supported.
I am very supportive of SMART coming to Healdsburg. I simply believe it should be done thoughtfully and in a way that works with our community rather than creating significant new traffic and parking problems in the most congested part of town.
Please respect Healdsburg's local planning process and the City Council's position and move forward with the station at the historic depot site.
Sincerely,
Elizabeth Pembroke
Healdsburg Resident
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From: Dan Pizza
To: Board Questions
Subject: Healdsburg Train Station
Date: Tuesday, September 29, 2026 8:56:53 AM

Please leave the train station at the Hudson Street Depot. We cannot afford the extra traffic, loss of already very limited parking and the removal of dozens of heritage trees.

Thank you,

Dan Pizza

Healdsburg

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Raina Allan

From: DAN PIZZA <[redacted]>
Sent: Saturday, September 19, 2026 5:23 PM
To: City Council
Subject: [EXTERNAL] - Train Station

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

Please keep the train station at its current location.

Dan Pizza

Raina Allan

From: Gregory Quacchia <[redacted]>
Sent: Saturday, September 19, 2026 4:28 PM
To: City Council
Subject: [EXTERNAL] - SMART

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Please use the old depot.... It is better for the locals... isn't that who elected you?
Not the tourists?
Sent from my iPhone

From:	Annalise R
To:	Board Questions
Cc:	redwards@healdsburg.gov
Subject:	Healdsburg SMART Train - Hudson vs Vine St
Date:	Sunday, November 8, 2026 8:17:39 PM

Dear Members of the SMART Board,

My name is Annalise Rackerby and I am a longtime Healdsburg resident. My family has resided in this city for over a century.

I have been following the recent discussions and discourse regarding the debate of where Healdsburg's SMART train station will be located closely, and am reaching out to you as to why Hudson St's vacant station is the more logical and least disruptive option. Placing the station at Hudson St would not only be the most ideal, but will also allow the station to be presented in a historic light, reviving a part of Healdsburg's history many will be satisfied to see and learn more about.

Several historic trees on Vine St have been tagged for removal throughout the street, where they have thrived without issue. Upon seeing the magnitude of this potential destruction of nature, it would be doing an already attractive area to both city residents and tourists a massive travesty and disservice. The results would simply end in disruptive, invasive construction and an over-crowded street many will soon begin to resent. Frequent, day-long construction is already occurring in Healdsburg, which many residents must deal with in their own neighborhoods. Furthermore, several historic trees have been removed in my area as of late, which also disrupts the wildlife.

Selecting Hudson Street as the primary location would allow the project to move forward with far less disruption to daily life, the local streetscape, and the natural environment while still providing convenient access for all commuters. As a lifelong Healdsburg resident, I've seen this town change drastically in the past 10-15 years from what it once was. This option is in the best interest of the permanent residents of the Healdsburg community who adapt to these changes daily while also providing a necessary revival to a historic part of town.

Thank you for your time and consideration.

Sincerely,

Annalise F. Rackerby

Annalise s
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From: Myrtle Rochioli
To: Board Questions
Subject: Location of Healdsburg SMART Station
Date: Tuesday, October 13, 2026 3:16:06 PM

Dear SMART Board of Directors,

I am a resident of Healdsburg writing to voice my support of keeping the location of the new station at the Depot/Hudson Street location. I attended the last council meeting via Zoom, and many people who spoke shared my concerns about moving the station to the Vine Street location.

From the very inception of SMART, the Old Depot has been the designated spot for a station for SMART. This station functioned efficiently for decades in the 20th century. CEQA studies have been completed. For years, the City of Healdsburg has been planning what this neighborhood should look like. Housing has been planned for parcels in the area based on the assumption that it would be possible to take advantage of the exemptions that are offered based on its proximity to the station. The nearby Mill Street neighborhood is in the process of being developed, bringing not only housing, but a hotel, restaurant, retail, and a tasting room, which means more jobs. This will eventually connect the to the wineries and other businesses on Front Street, connecting downtown all the way down to the river. The center of downtown continues to move south. So when people ask why the station isn't downtown, the answer is that it is, and this will continue to be even more true in the future.

Because it has always been assumed to be the future home of SMART, parking has already been created, and there is room for more. There are many people in town, and the surrounding rural areas, who will only have convenient access to the train if they can drive their cars to a lot where they can park them sufficiently long to complete their trip. Conveniently located just out of the most congested area of town, it will be a simple drive that, in most cases, may be completed by side streets. And this leaves the downtown parking available for those shopping, eating, or wine tasting. The street is wide enough to set up a large loading area, for public shuttles, hotel shuttles, Uber/Lyft, and personal carpools. This is by far the best location for passengers originating in Healdsburg.

But SMART has chosen to ignore the clear wishes of the city residents and council and tell us that this really is a destination city and that the needs of those arriving are more important than those departing. This is very disheartening. City residents voted for the last tax by an overwhelming margin. We have been paying SMART taxes for many years, waiting for the time when we, too, can ride. Had the SMART board tried to push this station on us before the election, the vote might well have been very different.

Actually, the depot is a very convenient location for arrivals as well. They will likely be taking advantage of the various shuttles, and the renovation of the old depot could include a visitor welcome center and restrooms, which would be very much appreciated. The plaza is not the only destination in town. As pointed out, businesses to the south are rapidly developing. Already, the walk to he plaza is a short, pleasant one. As was pointed out by Mayor Herrod, in walking from the Hudson Street station to the plaza, one walks by numerous stores, tasting rooms, and two iconic Healdsburg hotels. The typical tourist does not come just to see one building or piece of grass. They wander to check out various sites. The Hudson Street station is a great place to begin that journey.

Now we are faced with an 11th-hour proposal to put a station in the most congested area of town, taking out parking, while simultaneously creating the demand for more. This proposed Vine Street station is in one of the most flood-prone areas of town. Many of us remember the day in 2014 when residents were paddling kayaks in the Safeway parking lot just up the street. Climate change is making the risks worse, as in this winter's expected Super El Nino. The CEQA studies that would evaluate the associated environmental risks have not been done. I'm not an engineer, but even I know that ripping out heritage trees, with their extensive root systems, and replacing them with concrete can exacerbate the flooding risk. Completing the necessary studies to allow the work to go forward risks delaying the project, whereas the Hudson Street site is ready to go.

This area can be one of the most crowded in town. On a Saturday morning, when the Farmer's Market is going on, the parking lot in question is often completely filled. Cars line the streets in the surrounding blocks. This is true even though many residents who can physically do so make a stroll to the Farmer's Market part of their Saturday routine.

Vine Street was originally envisioned as an alternate route to Healdsburg Avenue to access areas such as the Vineyard Plaza, which contains many businesses frequented by locals. I use it often. It is a pleasant, low-traffic route, in comparison to highly-congested Healdsburg Avenue, which I avoid whenever possible. This station would add all the congestion associated with passenger drop-offs and pickups, and cars circling to find parking. These are the type of frustrations that a Vine Street location would bring to residents on a daily basis. It is why our voice is important too. We know the area.

You say that people have been asking why the station is not downtown. It's likely that the vast majority of these people are not local, or they would know that the downtown is not just a block or two around the plaza, and they would know what a nightmare the Vine Street Station would be.

There were several instances of bias in the Powerpoint you presented to the council. First of all, I find your naming of the Vine Street location Downtown/West Plaza deeply troubling, as both the Vine Street and the Hudson Street locations are in the downtown area. Sending out a survey to all regions in the SMART district with this name creates an inherent bias toward the Vine Street location. Many people who do not live, work, or visit Healdsburg frequently are not familiar with the layout of the town. The typical Marin county resident who thinks it would be fun to occasionally visit Healdsburg will of course pick the location with the word Downtown in the name. They may picture the Hudson Street location as being in a hinterland, as opposed to a short, pleasant walk away from the plaza.

It is shortsighted to plan just for today and not for the future. You presented a map which shows more jobs and population near the Vine Street location than the Hudson Street one. As noted above, these numbers will rapidly change as development takes place. And you have completely ignored the Ward Street area, and its population, even though plans call for a crossing to make this area more accessible. Again, there is a visible bias.

When you evaluate the results of your survey I urge you to not weigh all responses equally. Not everyone is equally well-informed. Those who actually live here have much more knowledge of the ramifications of the decision, and will have to cope with its consequences on a daily basis. And the location of the station will highly impact our ridership numbers. Make it convenient for us to ride (from the Hudson Street location), and we will ride more often. I think it would be particularly convenient for commuters to the Airport Business Park, where many county offices are making their home. Make it difficult, (from the Vine Street location), and we will likely continue to use our cars. Make us feel like we don't matter, and we may never ride. Those who already commute to Healdsburg are also likely very aware of the traffic issues in town. My guess is that they would likely vote for the station closest to their current job, but if the distances are close, they might well consider other factors. Please also consider that in the future, these job locations are expected to skew further south. On the other hand, I can't believe that the occasional tourist will be dissuaded by the location of the station. Especially if they come once and realize how close the Hudson Street station is to all kinds of interesting places.

I urge you to listen to the people of the Healdsburg area, and our city council, and stay with the Hudson Street location.

Respectfully,
Myrtle Rochioli

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From: Darci Rosales
To: Board Questions
Subject: SMART in Healdsburg
Date: Wednesday, September 23, 2026 1:18:46 PM

Greetings,

I have lived in Healdsburg for over thirty years and currently live and work (part-time) in the city. I am sharing with the Board my interest in retaining the Hudson Depot location for the Healdsburg SMART station. For years the residents of Healdsburg understood SMART would utilize the Hudson site. The community has acted upon a commitment to the wise, respectful use of that land, funding infrastructure, paths, lighting, and emerging businesses consistent with the needs of riders departing a train for activities in Healdsburg and the surrounding areas. Please do not compound the congestion of the Healdsburg plaza and city center areas with a train station.

Because of 101 traffic congestion, I will use SMART to travel **from** Healdsburg to other Sonoma and Marin locations.

Please plan to expand the Zipcar partnership beyond the current Santa Rosa and San Rafael stations. I would love to see a Zipcar option in Healdsburg, and I believe the Hudson street site will allow for this expansion and eliminate the need for "requested" stops in the north end of Healdsburg and facilitate visitors who want to explore beyond the Healdsburg city center.

Sincerely,

Darci C Rosales

[redacted]

Healdsburg, CA

--
Darci C. Rosales
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please notify the original sender immediately by telephone or by return e-mail and delete this message along with any attachments.

From: Pamela Rudd, Ph.D
To: Board Questions; CityCouncil@ci.healdsburg.ca.us
Cc: rallen@healdsburg.gov
Subject: Healdsburg"s Hudson Street decision
Date: Friday, October 30, 2026 12:00:50 PM

Please distribute this correspondence to all SMART Board of Directors and members of the Healdsburg City Council. Please include it in all public records concerning the Healdsburg Station location. Thank you.

Dear SMART Board of Directors,

I write to strongly support the decision to place the future SMART train station at the historic Hudson Street Depot and not the Vine Street location which the SMART board has reintroduced.

The return of passenger rail service to Healdsburg represents an important investment in our community's future. The station location will influence not only transportation, but also traffic, parking, economic development, neighborhood character, and the long term planning of our city, which the City Council considered when first deciding the Hudson Street location.

It is important that the SMART board show respect for the established planning decisions of the Healdsburg City Council and Healdsburg residents. The City Council considered the alternative sites on February 20, 2024 and reaffirmed the Hudson Street location again this September.

Healdsburg is fortunate to have a historic railroad depot that provides a natural connection between its transportation history and its future. Locating the station at Hudson Street will not diminish downtown commerce, especially with appropriate connections for those who do not wish to walk.

This Hudson Street landmark itself can be a tourist draw with historic photos, videos or walking tours located at the Depot. We have an opportunity to make transportation improvements that respect Healdsburg's history and character without creating additional infrastructure in the Plaza area. To move the station operations to Vine Street will result in additional traffic, passenger loading, parking displacement, lost trees and changes to the feel and quality of this precious public space.

Healdsburg's residents feel strongly about this decision and the potential change thrust upon us. It is critical that attention is paid to transparency and the responsibilities of our public officials who serve on both the Healdsburg City Council and the SMART Board of Directors. Such dual representation can provide valuable communication and coordination between the two agencies, but requires clarity about whose interests are represented and how competing priorities are addressed.

All officials, especially those serving in dual capacities should disclose any financial or other interests as applicable under conflict-of-interest rules, and make relevant communications and decision-making records available to the public. This is not to suggest any wrongdoing,

but to ensure that the final decision is made openly, fairly and with the full confidence of the Healdsburg community.

The decision to reconsider Vine Street, after the City Council had reaffirmed Hudson Street, raises legitimate questions about the decision-making process. Before any change is approved, I urge SMART to provide the public with a complete, side-by-side comparison of the two locations, including projected ridership, construction costs, parking impacts, traffic circulation, pedestrian accessibility, environmental effects, and the consequences for surrounding neighborhoods and future development.

The objective is not to place a train platform as close to the Plaza as possible, it is to establish a transportation facility that serves the entire community, respects previous public decisions and provides flexibility for Healdsburg's future.

I urge the SMART Board to honor Healdsburg's prior decision to locate the station at the historic Hudson Street depot. I urge the Healdsburg City Council to hold to its earlier decision to place the station at Hudson Street and to press the SMART board to do the same.

Thank you for your consideration.

Pamela Rudd
Healdsburg, CA

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From: Eddy Cumins
To: Kyreen Jorgensen
Subject: FW: Old Depot
Date: Monday, October 5, 2026 8:44:57 AM

FYI

From: Norcal Q <[redacted]>
Sent: Sunday, October 4, 2026 5:45 PM
To: Eddy Cumins <ecumins@sonomamarintrain.org>
Subject: Old Depot

The SMART train should be using the old depot, as already properly decided.
Thanks!
Rachel S

we're all in this together

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From: Ashley Gutierrez Quant (Sonoma-Marin Area Rail Transit (SMART))
To: Kyreen Jorgensen
Subject: Fwd: an additional comment to the survey
Date: Monday, October 26, 2026 8:36:25 AM

Good morning,

Forwarding over.

Kindly,

---------- Forwarded message ---------
From: JOSEPH SACCONE JR <[redacted]>
Date: 10/24/2026, 4:49:00 PM

I took your survey asking my opinions about the Healdsburg destination's station location, but I failed to add what I think is a very important observation. I say that the station ought to be built where the old station is, and I gave my reasons. I still strongly support that view. What I failed to mention was the fact that those who want the station to be closer to down-town, for their own penurious reasons, are failing to realize that the area they want is in a FLOOD ZONE. Yes, that area floods and that will be a big problem for those wanting to take the train as well as the unnecessary repair issues which SMART would be facing. As I have stated, I am in my mid 80's and live up by Badger Park. and I often walk to the bridge -- not far from the station -- the distance is nigh a mile. Do you mean to tell me that people can't but walk a block or two -- in essence "around the corner" -- to the center of town? Lodging would be less distance than that.

Thank you for your time to read this. I hope my comments help. Good luck! I can't wait for the train to arrive here in Healdsburg.

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--

Ashley Gutierrez
Administrative Assistant | Customer Service

Sonoma-Marin Area Rail Transit District (SMART)
5401 Old Redwood Hwy, Suite 200
Petaluma, CA 94954
(707) 794-3330
www.sonomamarintrain.org

From: barbara scavullo
To: Board Questions
Subject: Healdsburg Station
Date: Saturday, September 26, 2026 8:20:03 PM

To the SMART Train Board,
I am a Geyserville resident and a frequent user of the train from Larkspur to Windsor. My SF based grandchildren also have frequently used it and are big fans.

The overwhelming approval of a Geyserville station is very exciting. The reconsideration of the Healdsburg station location is very disappointing. As I understand it, the Hudson Street location has been approved and it seems the majority of us local residents approve of the location. There is already a significant amount of land in central Healdsburg devoted to parking and it seems that it is well used. Bringing the station to Vine Street would inevitably increase the demand for parking which would, in turn, lead to additional land being converted to parking. This would be very detrimental to the heart and soul of our lovely, unique downtown area. I am vehemently opposed to reconcidering the station location.

Regards,
Barbara Scavullo
[redacted], Geyserville

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Raina Allan

From: barbara scavullo <[redacted]>
Sent: Saturday, September 19, 2026 6:24 PM
To: City Council
Subject: [EXTERNAL] - SMART station

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

I am OPPOSED to moving the location of the train station. I see no purpose in reopening the conversation. The issue was well explored a number of years ago.

Barbara Scavullo

[redacted], Geyserville

Raina Allan

From: Bob Scavullo <[redacted]>
Sent: Saturday, September 19, 2026 6:46 PM
To: City Council
Subject: [EXTERNAL] - Leave the Healdsburg SMART station at the former railway station

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

I'm sorry you are reconsidering the location of the Healdsburg station. Having it at the former railway station seems a pretty good idea to me. There's parking available. The Sonoma transit Healdsburg shuttle bus could easily arrange it schedule to meet all the trains.

My two cents.

Peace,

Bob

Robert V Scavullo
[redacted]
IPhone[redacted]

Raina Allan

From: [redacted]
Sent: Saturday, September 19, 2026 6:48 PM
To: City Council
Subject: [EXTERNAL] - Train station

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I am OPPOSED to moving the location of the train station. I see no purpose in reopening the conversation. The issue was well explored a number of years ago. The existing location already has parking access, business that could really benefit, and much support from community.
What a waste of valuable time and resources re-opening this issue!

-Linda Schroeter

From: Nancy Seppi
To: Board Questions
Subject: Station
Date: Friday, November 13, 2026 10:33:33 AM

This household votes for the Smart Train Station to be at Hudson.

Sent from my iPhone
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From: Cynthia Shattuck
To: Board Questions
Subject: SMART Train Preferred Location in Healdsburg
Date: Wednesday, October 14, 2026 9:36:45 AM

I am in full support of the originally approved SMART train location for Healdsburg...and that is at the Depot location on Hudson Street.

I live in Healdsburg and understand what a nightmare the traffic will be if SMART instead chooses the Vine Street location. It will be a disaster.

Do the right thing, and go with Depot on Hudson Street.

Cynthia Jean Shattuck

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From: Steven Sigley
To: Board Questions
Subject: Healdsburg Train Station
Date: Friday, September 25, 2026 4:27:05 PM

While I was not able to make the meeting at the city council chambers on Monday, my wife and I are Healdsburg residents who strongly favor the train station at the Depot site, as has been the plan for a long time.

It seems very short-sighted to not consider the future development of the city when deciding on the station location.

There could likely be redevelopment of the area between the depot station and the plaza to make the buildings in that area for a more commercial use, bringing the downtown area even closer to the depot. And don't forget the depot is already closer to a large chunk of current and future housing should the city expand eastward over the river.

Don't be shortsighted and disrespectful to the people of Healdsburg who have voiced their preference for the depot location by unilaterally changing it at the last minute.

Thank you.
Steven

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Raina Allan

From: Carole Somma <[redacted]>
Sent: Monday, September 21, 2026 12:58 PM
To: City Council
Subject: [EXTERNAL] - Train station

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

Please keep the original plan of the depot location on Hudson St. It as already decided upon. I am a Healdsburg business, home AND property owner. 6th generation. Keep it at Hudson St! Traffic nightmare if downtown Carole Sent from my iPhone

From: Lesley Stansfield
To: Board Questions
Subject: SMART
Date: Tuesday, September 22, 2026 4:18:53 PM

Hudson street for Healdsburg station!
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From: Jen Stark
To: Board Questions
Subject: Healdsburg Smart Train Depot
Date: Tuesday, September 22, 2026 6:41:45 PM

The Hudson location is the perfect spot for a Smart train stop with its close proximity to downtown. People can get off the train walk into town. There is plenty of parking and it's also next to the Mill District.

Moving the smart train stop to Vine Street will further impact an already very impacted area. It will remove much needed parking and cause an increase in traffic issues.

I am in favor of keeping the Smart train stop where it is currently planned at Hudson Street.

Sincerely,

Jen Stark

Jen Tunny Stark
[redacted].
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From: Vicky Steel
To: Board Questions
Subject: Healdsburg Train Depot
Date: Wednesday, October 28, 2026 6:02:43 AM

To the Board of the SMART Train,

Please consider the voice of the town of Healdsburg citizens and keep the SMART train station at the Hudson Street station.

- the historical depot offers a positive way to reclaim “dead” space in an end of town that is already working towards revitalization.

- the roundabout is already a source of traffic congestion, especially during busy hours and gets backed up with 101/ traffic light delays. Adding multiple north and south train crossings is not necessary at this point as Healdsburg is the train terminus for the foreseeable future. And, when the time comes for the train to move north there is still no need for the station to be on Vine street.

- the parking in central downtown is already highly limited and challenging. Adding transit parking would further add to the congestion.

- the removal of trees, especially heritage trees along vineyards street would be tragic. It’s one of the few tree lines throughways in town and it seems unnecessary.

Thank you for your consideration.

A concerned citizen
Vicky Nobles

Sent from my iPhone
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Outlook

[EXTERNAL] - Healdsburg location

From Lisa Steinkamp <[redacted]>
Date Wed 9/23/2026 7:08 PM
To board@sonomamarintrain.org <board@sonomamarintrain.org>; COC@sonomamarintrain.org <COC@sonomamarintrain.org>; Ronald Edwards <REdwards@Healdsburg.gov>; Chris Herrod <JHerrod@Healdsburg.gov>

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Dear board members of SMART,

It saddens and distresses me that what was a definitive declaration of the residents of Healdsburg- a preference for the depot location - is being questioned.

The depot IS DOWNTOWN, and a brief walk from the square. Placing the station on Vine street will cause the loss of trees, added building cost and parking congestion to a town that is already in a dire need of more parking.
Other depots are not in the "heart" of town. Why does ours have to be?
You may term us a "destination town" - but we are also a town of folk who want to park and enjoy the other towns offered by SMART.

Most residents of all towns are expected to walk to public transportation. Why the big fuss now, when the depot is so close?

And why make the majority of a town distrust and disrespect you when you show such disrespect for its inhabitants, and the path to avoid this is so simple? I heard that some folk who attended your meeting at the Foley Pavilion returned the swag you handed out. It's a sign of the turning tide. Surely you want to feel welcome in a town vs alienated.

Please be smart.

Lisa Steinkamp

Outlook

[EXTERNAL] - Harmon & Hudson Street projects

From petestrebel <[redacted]>
Date Mon 9/21/2026 1:07 PM
To Evelyn Mitchell <emitchell@Healdsburg.gov>; David Hagele <dhagele@Healdsburg.gov>; Ariel Kelley <akelley@Healdsburg.gov>; Chris Herrod <JHerrod@Healdsburg.gov>; Ronald Edwards <REdwards@Healdsburg.gov>; Planning Commission <PlanningCommission@Healdsburg.gov>

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Mayor Hagel, Vice Major Edwards, Council members and Planning Commission members,
Thank you all for your service.

I'm writing to urge you to keep the proposed Smart station at the existing historic train station location. Walking from that location to the Roundabout is less than 5 minutes, 9 minutes to Matheson, easy. Accommodations could be made those with disability such as the existing shuttle. There is some little used existing parking and Smart has a large footprint there that could accommodate much more. The Central downtown is now busy enough without the station that some are now advocating for. People traveling from the North who wish to use Smart to commute will need to be planned for with all day parking.

I'm also writing to urge you to reconsider the proposed project at the former site of Healdsburg Lumber. It is unsuitable for the location and unwanted by the community.
This should not be a "done deal" Please at least delay approval, then reevaluate and get more input from the community.

Thank you for considering my comments.
F P Strebel,
Healdsburg resident and voter since 1981

Sent from my Galaxy

October 22, 2026

Sonoma-Marin Area Rail Transit
RECEIVED
OCT 26 2026
Kyreen Jorgens[illegible]
Clerk of the Board

Via USPS

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

Subject: Healdsburg Station Location

Dear SMART Board Members,

In addition to all the reasons for keeping the historic station location for the proposed SMART Healdsburg site on Hudson St., including better parking, access to future development and the Russian River, there are major technical reasons for NOT building a downtown station site.

The proposed downtown site in located in a curve (3.5°) between Matheson and North Sts. All SMART stations must be built in tangent (straight) track, for minimizing the step gap, so introducing a station long-tangent will create a broken back curve and two compound curves at each end of the platform. This includes the gauntlet track and associated geometry. In other locations where SMART has a station within a curve, the geometry is a maintenance headache including the south gauntlet switch at Santa Rosa, a derailment waiting to happen. Any switch (turnout) within a curve is a maintenance problem and a possible safety issue. Most switches in the railroad industry have the mainline switch in tangent track for these reasons.

A downtown station will also cost more for the installation of the signal system, including adjacent at-grade crossings and the interface with the wayside signals and train operations.

The historic site on Hudson St. is in tangent track and is located a considerable distance from the roundabout to the north. This will save money to build and better accommodate future expansion if longer trains are warranted. Operational sight distances will improve as well.

Your consideration to these issues is appreciated.

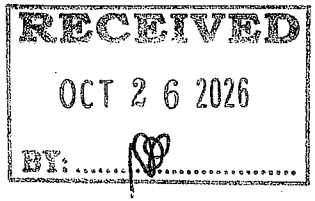
Sincerely,

Michael R. Strider, P.E
Former SMART rail consultant
Santa Rosa, CA 95404
[redacted]

Michael R. Strider
2410 Hidden Valley Dr.
Santa Rosa, CA 95404

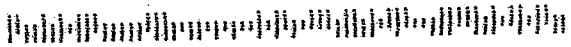
SAN FRANCISCO CA 940
23 OCT 2026 PM 4 L





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

94954-71350



From:	S Tellyer
To:	Board Questions
Subject:	Location of Healdsburg station; another vote for Hudson St
Date:	Wednesday, November 4, 2026 4:29:12 PM
Attachments:	image.png image.png

Greetings SMART Board Representatives,
I was born in Healdsburg and grew up out on Westside Road, hearing the freight train whistles and patiently waiting at the Westside/Mill Creek and Dry Creek intersections while the crossing arms ding, ding, dinged away. Like most Healdsburg residents, I have been eagerly awaiting the arrival of the SMART train to cut down on drives south, especially to the Larkspur ferry.
<**Note:** If you are not intimately familiar with Healdsburg street names, please launch a map app now.>

From my current home in the River communities off S. Fitch Mountain Rd, the most convenient Highway 101 access is to use Front St. and cross Memorial Bridge, avoiding traffic jams and wandering tourists around the Plaza. Front St. is also my most efficient evacuation route in case of fire emergency (twice now) or floods (once).

On my almost daily drives to Safeway (and other non-tourist-focused businesses in the Vine St. shopping center), to ParkPoint Health Club, or to the Post Office, instead of going straight up Matheson, I detour to the roundabout and take Vine Street, again to avoid the Plaza. To get to the Saturday Farmers Market, I instead approach from Grove Street to park in the City offices parking lot; Vine Street and the parking lot behind Hotel Healdsburg are too congested with local market traffic and pedestrians to park on Vine or drive across W. North Street.

I admit to ***selfishly*** having mildy conflicting feelings against the Hudson St. location, because it will result in more people and traffic in that area. However, South Entrance development is coming regardless of station location. As we discuss Transit-Oriented Communities (TOC) and future housing development, we should plan for the years ahead—not just around today's traffic and parking patterns.

Why Hudson Street?
Vine Street may result in higher ridership in the short term which may help bolster SMART grant monies and board reputation *for a while*. However, Hudson is the solid choice for long-term ridership numbers and will serve Bay Area as well as Healdsburg transit needs for generations.

1) Hudson St. has much more room for parking, establishing bus/shuttle stops, and building high-density housing, all without cutting down heritage trees, moving established walking/biking paths, disrupting traffic patterns for years of construction, or risking flooding for incompletely studied environmental impact (see photos at bottom of email).
2) Many curious tourists will visit once and only once. A "been there, done that" moment. Although Plaza-centric businesses and restaurants change a bit, that is nothing compared with the changes coming with the Mill District build-out and South Entrance development that will create long-term draw for out-of-towners, as well as repeat visitors to Memorial Beach, all of which are more convenient to Hudson St.
3) Many tourists are more interested in driving out to the valleys to visit wineries, then come back into town to park for dinner, including parking at the lot that will be partially reduced if

the train moves to Vine St.
4) A lot of Healdsburg residents want to use the train, but most come from outlying areas and need to park locally.
5) A multi-story garage to accommodate parking issues at Vine St. would permanently destroy the small-town charm that draws tourists (and keeps residents).
6) Hospitality industry workers may commute to Healdsburg, but most I have spoken with are coming from rural areas around Healdsburg and Windsor, with some from Santa Rosa or even Napa and Calistoga. Of those with train service that will eventually be available, most feel that driving may prove faster and easier than trying to time shifts to train service schedules.
7) At one City Council meeting, the claim was made that a maximum of 2-car trains would transit, therefore the intersections at W. North and Matheson would never be blocked simultaneously for offloading/onloading at the Vine St. location. However, in a later meeting, the potential of 3-car trains was mentioned, and that it occured already in Windsor to accommodate ridership. A 3-car train would clearly block these 2 busy intersections simultaneously and no doubt lead to more traffic and safety issues. The Hudson St location could accommodate 3-car trains with no disruptions.
8) The actual distances have been repeatedly stepped out to compare the Hudson and Vine St platform locations to *current* businesses of interest, and have found that the difference in walk effort is negligible, and in some cases, already closer to Hudson St. People with walking disabilities would need to be accommodated if either location is used, and Hudson already has the room for such accommodations.
9) If the online survey had made the actual step distance clear to the potential Bay Area visitors who might use the train, instead of calling the locations "Downtown" and "Hudson" [ie, Timbuktu], the voting Bay Area public would be able to make a more informed choice of station locations.

2014 Safeway Lot



LAKE HEALDSBURG Heavy rainfall in 2014 led to the flooding of much of the downtown, including the Safeway lot on Vine St. (CIty of Healdsburg)

2026 at North and Grove



DOWNTOWN As recently as January this year, 2026, the area along Foss Creek at North and Grove (near where SMART wants to place their station) was impassable due to high water. (RIck Tang photo)

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Raina Allan

From: Curt Bates
Sent: Monday, September 21, 2026 7:19 AM
To: Mike Tramontin
Cc: Raina Allan
Subject: RE: [EXTERNAL] - Smart

Hello Mike.

Thanks for your e-mail on this. I have included the City Clerk in this e-mail response to log your e-mail comment into the record. You may already be aware but if not, on tonight's city council meeting, SMART staff will be providing a presentation to the city council and community about the status of design and construction of the SMART extension through Healdsburg. No action will be taken by the city council tonight but there is opportunity for public comment at tonight's meeting.

Take care, Curt

CURTIS M. BATES, P.E. | Principal Civil Engineer City of Healdsburg | Department of Public Works and Transportation
401 Grove Street, Healdsburg, CA 95448
Office: (707) 431-3335
cbates@healdsburg.gov | healdsburg.gov
24/7/365 Utility Hotline: (707) 431-7000

-----Original Message-----
From: Mike Tramontin <[redacted]>
Sent: Friday, September 18, 2026 3:17 PM
To: Curt Bates <cbates@Healdsburg.gov>
Subject: [EXTERNAL] - Smart

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

Smart station should be at the existing Depot.
Thank you
Sent from my iPhone

Outlook

[EXTERNAL] - SMART Train

From Monique Verrier <[redacted]
Date Wed 9/23/2026 3:59 PM
To Ronald Edwards <REdwards@Healdsburg.gov>

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

Hi Ron —

I'm writing to ask you to continue your efforts to prevent the reversal of the CC's original decision regarding the location of the Smart Train depot. I'm also urging you to ask Ariel to recuse herself because she cannot represent both the train and the residents of Healdsburg. If she could, she would have never allowed this to come up again.

We have enough congestion in town and there is a lot more flexibility at the Hudson St location to adapt to the changes that the train will bring.

Thanks for your consideration and advocacy on this issue.

30 year resident —

Monique Verrier

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%
Source:	*Census 2020*	*Census 2020*	*LEHD 2020*

	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: district3
To: Kyreen Jorgensen
Subject: FW: Read the latest updates from Supervisor Coursey, South Santa Rosa Specific Plan, District 3 Demographic Snapshot, community events and more.
Date: Monday, October 5, 2026 11:07:59 AM

From: Warren Watkins <[redacted]>
Sent: Friday, October 2, 2026 6:57 AM
To: district3 <district3@sonomacounty.gov>
Subject: Re: Read the latest updates from Supervisor Coursey, South Santa Rosa Specific Plan, District 3 Demographic Snapshot, community events and more.

EXTERNAL

Chris
Please defend the Healdsburg downtown and our very successful SMART train. Town voters have made their preference known more than many times. Do not listen to business interests that continue to drag the station into the downtown to their financial benefit.
Warren Watkins

> On Sep 30, 2026, at 11:32 AM, Supervisor Coursey <district3@sonoma-county.org> wrote:



2026 Monthly Newsletter

Leer en Español View as webpage

A Message from Supervisor Coursey



I want to start this month's newsletter with some background regarding the Sept. 15 vote of a unanimous Board of Supervisors to purchase the office building at 400 Aviation Blvd. for $49.5 million. At that meeting, I made remarks prior to my vote that went something like this:

It's hard for elected leaders to spend money on government buildings, particularly at times when there are so many needs in the community. We've seen this difficulty in Sonoma County for many decades. It took an earthquake to convince supervisors to replace one building (the 1906 earthquake destroyed the county government headquarters in downtown Santa Rosa). Around 1990 the Board of Supervisors decided to build a new County Administration Building across the street from the current one. That devolved into discussions about swapping county-center land with the Luther Burbank Center, and moving county operations up the freeway to the LBC property. None of that came to fruition. In 2022 we completed a multi-year process toward building a new county office building at the Sears site at the mall in downtown Santa Rosa. At the last minute, that plan failed to get the required super-majority (4 votes) from the board.

I still regret we failed to reach consensus on the downtown plan in 2022. I was not supportive of the pivot to the Airport Business Park that followed. But the rest of the board was supportive, and in the past four years the county has purchased or leased four large buildings at the business park and moved hundreds of employees to work there.

I have opposed all those moves. I objected to the lack of a comprehensive discussion about what the future footprint of county government would look like and the impacts of moving hundreds of jobs out of Santa Rosa. I have opposed the purchase of 400 Aviation Blvd. based on what I believe was an inflated price for art and furnishings that we never asked for.
Today, with a new price and a new plan, we hear criticism from some who oppose a move to the airport and the price of the building. I acknowledge that criticism.

But the reality is we started down this path in 2022. And, while I opposed it then, in the past 6-8 months our staff has negotiated a lower price for the building ($49.5 million as opposed to $56 million) and developed a clearer



picture of the future footprint of county government, both here on the county campus and at the airport. (We soon will begin work on a new building at the Santa Rosa campus, which will house the Board of Supervisors, social services, the DA's office, Public Defender and other departments). Our staff proposes a more efficient use of 400 Aviation, that will include space for a new Emergency Operations Center (that if built as a standalone building would cost about $50 million) and our countywide Information Technology hub. By reconfiguring 400 Aviation to house more than 400 employees, we can build a smaller building on campus, avoiding an estimated $35 million on that project. (Read the Sept 15 staff report here.)

Meanwhile, we have begun environmental review on a plan that could produce 1,500 units of new housing on the remaining county campus. That is a silver lining in this saga.

I still regret we didn't pursue a new building in downtown Santa Rosa. But that decision was made more than four years ago. Today, we need to move forward. It's not easy, but it is necessary. I added my "yes" to the unanimous vote of the board.

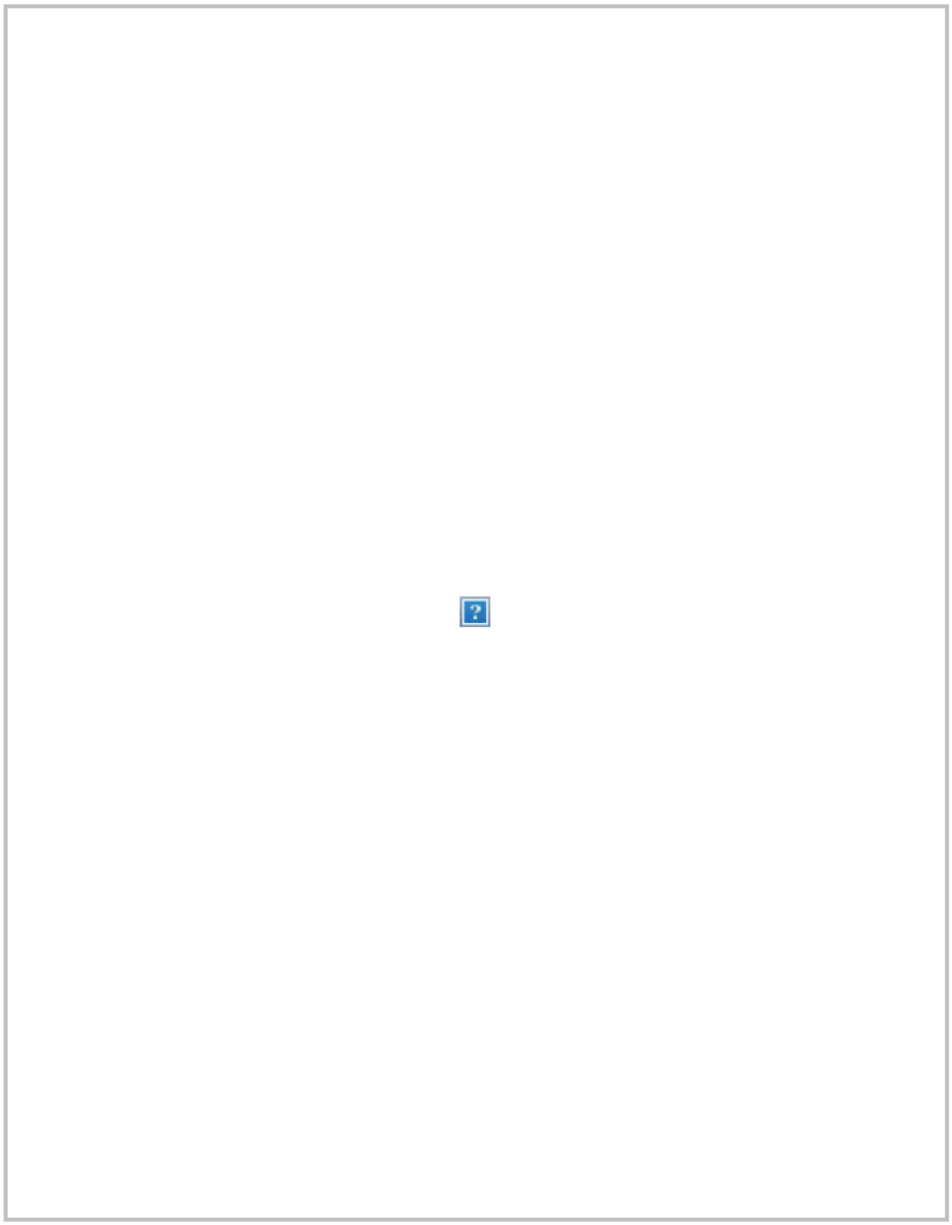
Thank you for your readership.
Sincerely,



Chris Coursey
707-565-2241
Email Us
Visit Our Website
View Board agendas, meeting recordings and materials.

What's New at the County of Sonoma?

District 3 Demographic Snapshot



New 2026 demographic data shows that District 3 has a distinct demographic and housing profile compared with the County's other four supervisorial districts. District 3 has the largest population at 107,900 and the youngest median age at 36.8 years. It also has the highest share of Hispanic/Latine residents at 44.3%, compared with 22.9% to 33.9% in the other districts.

District 3 has the lowest median household income at $94,800 and the lowest median home value at $678,000. It also has the highest share of renters at 51.9%, compared with 34.3% to 37.6% in the other districts. District 3's housing cost-to-income ratio is 42.1%, among the highest in the County. District 3 also has the highest unemployment rate at 6.3%.

Overall, the 2026 data continues to show a distinct profile for District 3: It is the youngest, most Hispanic/Latine and most renter-heavy district, with the lowest median household income and home values among the five districts. These demographics suggest challenges and needs, opportunities and strengths. I hope we can all agree to work together to meet the challenges and embrace the opportunities.

Access the latest District 3 Demographics on our website

Access the other four supervisorial district demographics

Governor signs legislation expanding pension COLA options for Sonoma County government retirees



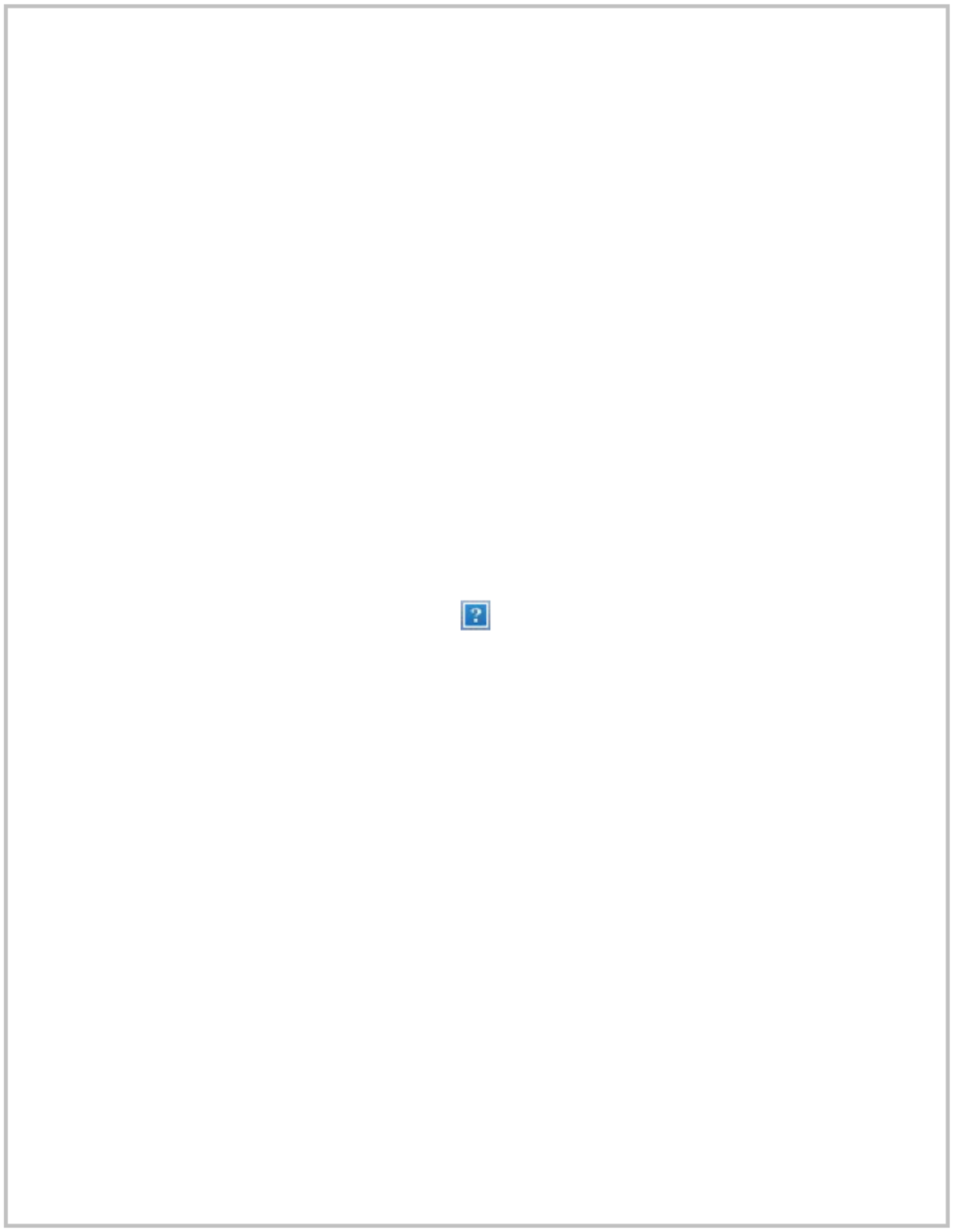
Legislation sponsored by the County of Sonoma to help address the loss of purchasing power experienced by thousands of County government retirees was signed into law Sunday by Gov. Gavin Newsom.

Assembly Bill 1601, authored by Assemblymember Chris Rogers, D-Santa Rosa, gives the Sonoma County Board of Supervisors new options to design and fund cost-of-living increases for retirees.

Sonoma County has not granted a cost-of-living adjustment, or COLA, to retired employees and their beneficiaries since 2008. Over the ensuing years, inflation has eroded the purchasing power of some pensions by more than 50%. AB 1601 gives the County greater flexibility to decide whether to grant future adjustments, who would receive them, how much they would be and how they would be funded. The law does not grant a COLA or commit County funds.

Learn more

South Santa Rosa Specific Plan Workshop



Last month, the Board of Supervisors reviewed an update on the South Santa Rosa Specific Plan, which is led by the City of Santa Rosa with input from county leaders and residents. The plan will guide development across 1,900 acres through 2050 including 1,400 acres in unincorporated Sonoma County and 500 acres within Santa Rosa.

Based on community feedback, County and city planners have developed a proposed approach for future growth. No decisions have been made. The preferred alternative includes a mixed-use district along Santa Rosa Avenue, a variety of housing, new parks and open space, improved connections across Highway 101 and the Moorland neighborhood and better walking and bicycling infrastructure. At full buildout, it projects 6,300 new homes and 96 acres of new parks and open space.

Residents have also raised concerns about displacement and the ability of existing residents to remain in their neighborhoods. The Board discussed anti-displacement

policies and infrastructure needs, and that feedback will be incorporated into the draft Specific Plan and environmental impact report. Both are expected to be released for public review later this fall or winter. The City is expected to consider adopting the final plan next spring, followed by the County in 2027.

Learn more

Access the City of Santa Rosa's SSRSP website

Acquisition of 400 Aviation Boulevard

This month, the Board of Supervisors approved the purchase of 400 Aviation Boulevard near the county airport for $49.5 million. The 7.65-acre property includes a 132,000-square-foot, 3-story, steel-frame, fully furnished Class A office building that currently houses Sonoma County Public Infrastructure and Regional Parks.

Purchasing the building gives the County long-term ownership of the facility and space for additional County departments, potentially including Emergency Management, Human Resources and Information Systems. The site will also support a modern Emergency Operations Center and County Information Technology hub, while reducing the amount of office space needed in the proposed County Government Center.

The purchase price is $6.5 million less than the County's original purchase option in 2024.

Learn more

2025 Sonoma County Crop Report

Sonoma County's agricultural sales declined for the second consecutive year in 2025, falling 9.5% to $758.5 million, the lowest level since 2020,

according to the latest 2025 Sonoma County Crop Report, which was presented to the Board of Supervisor this month. Much of the decline was in the county's wine industry, where the value of the grape harvest fell 17.3% to nearly $518 million causing some growers to leave grapes unharvested on the vine, unable to secure contracts for their fruit amid declining demand.



The downturn was not felt across all sectors. Apple orchards had their largest crop since 2016, while livestock, poultry and nursery products also increased in value.
The County is working to strengthen local agriculture, including new policies to support farmers, preserve working lands and give growers more flexibility to adapt their operations, through an action plan approved in June.

Read the full Crop Report

Transportation News

Take SMART and the Larkspur Ferry to SF Fleet Week



Take the SMART train and the Larkspur Ferry to San Francisco's Fleet Week. Leave your car at home and enjoy a beautiful day along the San Francisco waterfront. Take the whole family to celebrate the arrival of the naval fleet and watch the inspiring U.S. Navy Blue Angels air show.

You'll find the full line-up of Fleet Week events at www.fleetweeksf.org. View the SMART train schedule and plan your trip with the Transit App or Google Maps.

Hearn Avenue Overcrossing Wins Golden Spoke Award



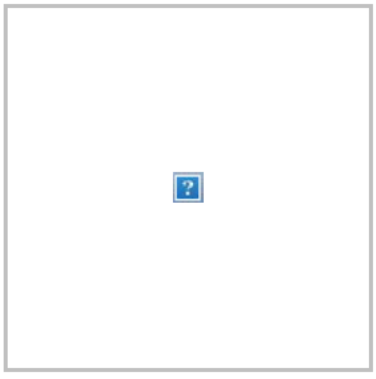
The Highway 101 Hearn Avenue Multimodal Overcrossing has received the Sonoma County Bicycle Coalition's Golden Spoke Award for Bike Infrastructure Project of the Year, recognizing its contributions to safer and more connected walking and bicycling in Santa Rosa.

Completed in December 2025, the $43.7 million project replaced the 1957 overcrossing with a wider bridge featuring protected bike lanes, expanded sidewalks, improved lighting, ADA-accessible ramps and crosswalks and bicycle-friendly intersection improvements. The project creates safer connections between east and west Santa Rosa and provides better access to neighborhoods, schools, businesses and transit.

Learn more

Public Service Announcements

Opportunity to Serve: Sonoma County Appointment to the Marin/Sonoma Mosquito and Vector Control District Board



Sonoma County is seeking interested residents to serve on the Marin/Sonoma Mosquito and Vector Control District Board. This board works collaboratively across Marin and Sonoma counties to protect public health and support environmental stewardship. The District plays a key role in community health through services such as mosquito and disease abatement, yellowjacket control, distribution of mosquitofish for ponds, rodent inspections and guidance, school presentations, participation in local events, and insect identification.

This is a great fit for someone passionate about public service, science-based community health, and environmental protection. If you care about community health and the wellbeing of our local environment, we invite you to apply. This is a four-year volunteer position appointed by the Sonoma County Board of Supervisors. Marin/Sonoma Mosquito and Vector Control District Board meetings are held at 6 p.m. on the second Wednesday of each month.

Learn more and apply here!

Learn more

District 3 Aviation Commission Appointment

Supervisor Coursey is seeking a community member to serve on the Aviation Commission. The Aviation Commission serves as an advisory body to the Board of Supervisors, providing guidance on airport-related matters. In this role, the Commission:

- Conducts public meetings to gather community input on airport-related issues
- Serves as a liaison between airport tenants, stakeholders, and airport staff
- Reviews matters related to airport operations
- Provides recommendations, advice, and support to airport staff on aviation issues

This is a great opportunity to serve on a county commission, share your perspective and learn more about county operations. Interested community members should live within the boundaries of District 3.

For questions, please contact the District 3 Office at (707) 565-2241.

Learn more and apply here

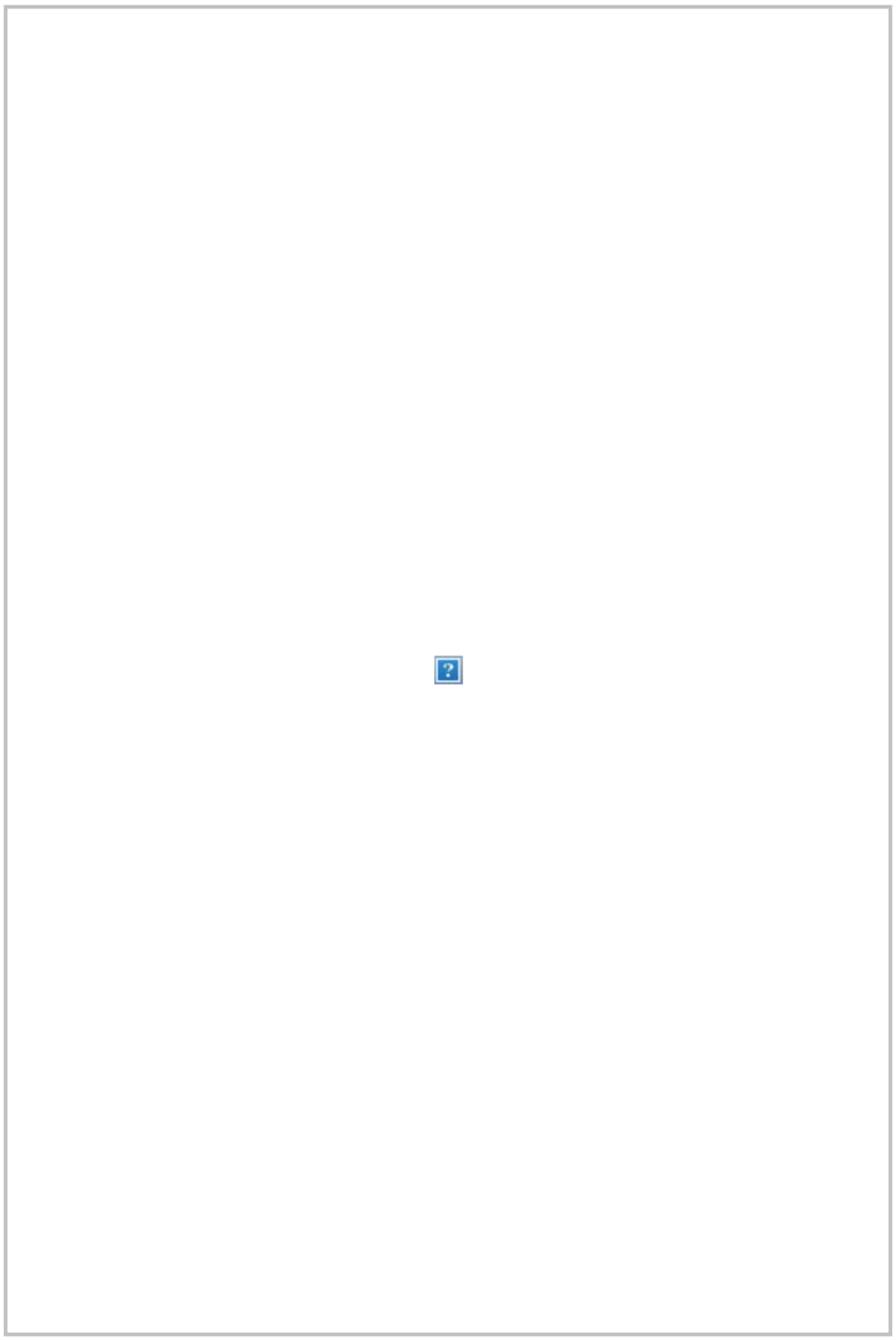
Sonoma Winter Ready 2026: A Community Town Hall

Winter weather can bring heavy rain, flooding, strong winds, power outages, and other emergencies. Join the Department of Emergency Management for a Community Town Hall to learn how you, your household, and your community can be better prepared. Topics will include winter preparedness, evacuation and road safety, hazards and mitigation, and steps you can take now to prepare before an emergency happens. Spanish interpretation will be available.

Wednesday, Oct. 21 | 6 PM-7:30 PM
Online via Zoom
Register here: https://docs.google.com/forms/d/e/1FAIpQLSeXi5DIeGX5pjU-mdXOhAhWBn0f6ByeNmzDduKppxu1o7QfNw/viewform

The town hall will feature local emergency and public safety experts from the Gold

Ridge Fire Protection District, Sonoma County Sheriff's Office, and Sonoma County Department of Emergency Management, along with community representatives from Safer West County, Meet Your Neighbors, and COPE Northern Sonoma County.



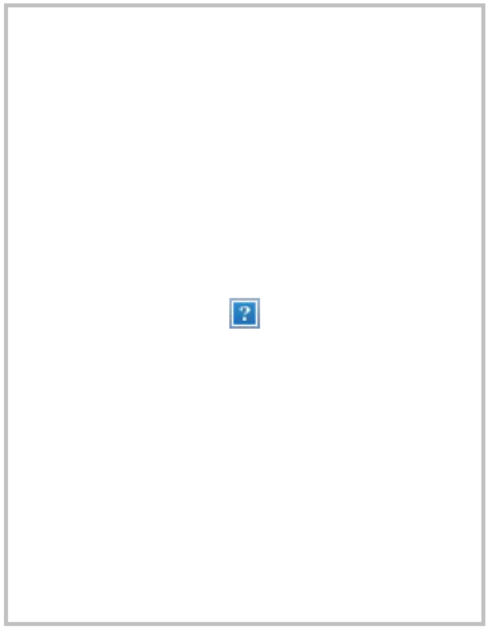
Learn more

Santa Rosa Municipal Election Community Meeting

Los Cien Sonoma County and the City of Santa Rosa invite you to a free community meeting on the 2026 Municipal Election. Your vote shapes what happens next in Santa Rosa. What will be covered: Measure L and what it means for our city, City Council candidates, and how to make sure your vote is counted. Spanish interpretation and light refreshments will be provided.

Event Details:
Friday, October 9th | 10:30 AM – Noon
Finley, Person Center Wing, Room 5
2060 W College Ave, Santa Rosa, 95401

For more information, and to sign-up, click here.



Learn more

Celebrate Big Blue Weekend at Sonoma State



Sonoma State University is bringing the community together for Big Blue Weekend, October 2–4, a three-day celebration of Seawolf spirit, connection, and campus life. Students, families, alumni, prospective students and community members are all invited to join in the fun.

The weekend includes Harvest Night on Friday, Seawolf Discovery Day and SSU Palooza & Community Day on Saturday, and Bingo, Bubbles & Brunch on Sunday, along with live music, family-friendly activities, club sports, food, local vendors and more.

A highlight is SSU Palooza & Community Day on Saturday, October 3, from 4-7 p.m. in the Main Quad. This free, all-ages event will feature live music, food trucks and vendors, a kids zone, lawn games and a beer and wine garden.
Come experience the energy of Sonoma State and celebrate the university's connection to our community.

Learn more and view the full schedule

Community Events

Job and Resource Fair For At-Risk and Unhoused

Attend the free Annual Job and Resource Fair designed for individuals who are at-risk of being homeless or unhoused. Resume workshops and mock interviews will be available. Haircuts, lunch and transportation to the event will be provided for attendees.

Wednesday Oct. 28 | 11 AM - 2 PM
Sonoma County Fair Grounds, 1450 Bennet Valley Road, Santa Rosa

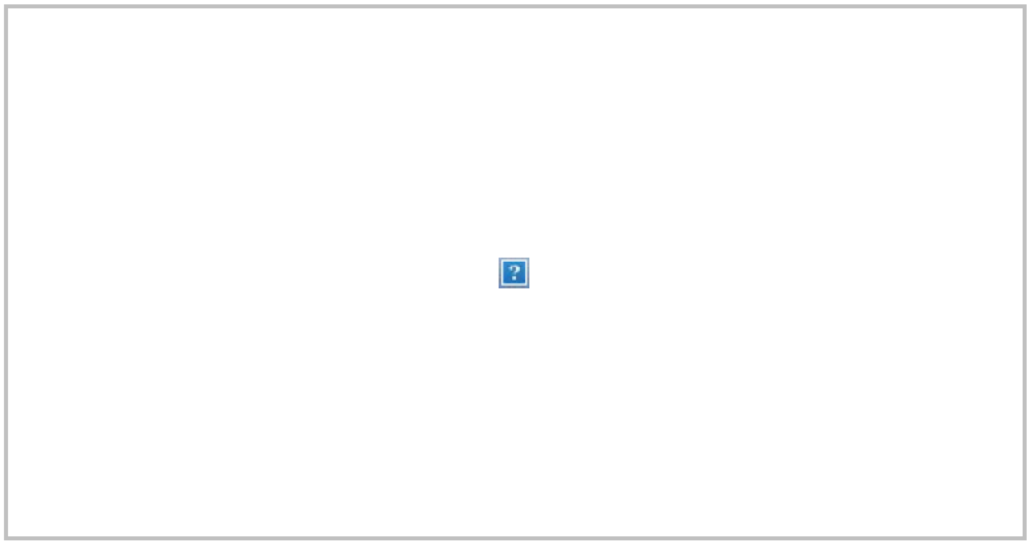
For more information email: socojobandresourcefair@gmail.com

Help Support the Annual Job & Resource Fair

The Annual Job and Resource Fair helps connect individuals who are at risk of homelessness or currently unhoused with employment opportunities, essential resources, and support services.
Community members and local businesses can help make this event possible by donating needed items and resources to support attendees. Donations help provide services such as meals, transportation, personal care, and other resources available at the fair.

See the flyer for donation needs and information on how to contribute.

Rohnert Park's Halloween Carnival & Día de los Muertos Celebration



Join the City of Rohnert Park and Latino Alliance for the annual Halloween Carnival and Día de los Muertos Celebration on Saturday, October 24, from 12–5 p.m. at the Rohnert Park Community Center Complex. The event is rain or shine, with activities moving indoors if needed.

Enjoy an afternoon of family fun, including live Aztec and Ballet Folklorico performances, magic shows, carnival games, a haunted maze, pumpkin walk, arts and crafts, face painting, a juggler and a photo booth.

The celebration will also feature beautiful Día de los Muertos ofrendas presented by Latino Alliance, along with a community altar where attendees can honor loved ones by adding photos, flowers, letters or small keepsakes.

Food and drinks will be available throughout the event, with a food court offering options for all ages.

Saturday, October 24 | 12–5 PM
Rohnert Park Community Center Complex
5401 Snyder Lane, Rohnert Park
Free admission and parking

Learn more

Halloween at Howarth Park

Enjoy trick-or-treating stations hosted by local businesses, a Fun Zone, face painting, a photo booth, arts and crafts, plus train, carousel and pony rides for children ages 12 and under.

Saturday, Oct. 24 | 11:30 AM
Howarth Park, 630 Summerfield Road, Santa Rosa, CA 95405
Cost: Basic passes are $7; deluxe passes are $25

Learn more

Supervisor Coursey
Sonoma County District 3

Sonoma County District 3 | 575 Administration Drive Room 100 A | Santa Rosa, CA 95403 US

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Raina Allan

From: Gary Wilson <[redacted]>
Sent: Tuesday, September 22, 2026 9:35 AM
To: City Council
Subject: [EXTERNAL] - Follup on SMART -- EVASIVE LIE

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

Council -

I wish to point out a very evasive lie by SMART at last nights presentation and discussions.

Ariel questioned him about the Safety Arms being lowered on Matheson and North.

His reply was...." we can only run 3 cars together which won't require their lowering "

That is based on CURRENT OPERATIONS. As ridership increases, more cars will be added. Resulting in MANDATORY National Transportation Safety rules requiring their lowering.

This was a VERY BLANTENT EVASION answer to the question.

Earlier City Manager Kay discussed the issues associated with ""downpour rain drainage"" in the Foss Creek drainage area.

We have had enough experience to know that the Vine Street stop location is DIRECTLY in the FIRST area that floods.

Im 4th generation here. I clearly remember the lands West of Foss Creek being called "DUCK FLAT" in the early 1960s before the freeway relocation. People who had houses on the west side of the creek kept rowboats at their homes.

Remember, Elevated Hwy 101 boxed in Healdsburg's Foss Creek drainage to ONE limited size channel underneath the Freeway. My memory is this occurred around 1960

Everyone has heard the warnings of stronger intermittent storms with global warming. Yet we are discussing possibly placing the Depot at the very first area of town to flood.

Last night was nothing but a complete one sided, biased, presentation.

I also agree that a proper EIR hasn't been performed on Vine Street. Otherwise, these obvious issues would be discussed within it.

I believe if the SMART BOD votes to relocate, the Citizens will demand one. Challenging the need for a EIR in Court.

Finally, regarding drainage. Healdsburg's serious Storm runoff problem is partly directly caused by the elevated Highway 101 limiting drainage under the Freeway. Healdsburg should sue Caltrans for the remediation costs.

Thx for reading my diatribe.

Gary N. Wilson
District 2 Resident
(Also a West Dry Creek Hills Hick 😄)

Raina Allan

From: Gary Wilson <[redacted]>
Sent: Friday, September 18, 2026 5:39 PM
To: City Council
Subject: [EXTERNAL] - SMART DEPOT LOCATION

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

City Council ---

Here we go again.

Im disabled, otherwise I would be attending Mondays meeting in person.

I'm a 4th generation native of Healdsburg. Over the decades there have been many discussions over a location of any potential train depot.

I unequivocally support the original Depot area.

The most recent public review was just around a year ago. The final recommendations have ALWAYS been the original Depot Area.

As to the suggested Vine St location, there are serious detractions.

1 - I notice in the SMART Design Models of the 2 locations only show 2 Railcars. I've NEVER seen a SMART train in such configuration. Always 3 to 5 cars depending on location. This use of 2 on their model was purposely done. Because anything larger will trigger the safety gates at BOTH Matheson and North Streets being lowered. Effectively cutting off access to the area west when trains arrive, unload, reload, and depart. In addition the train would interfere with the Roundabout traffic of 4 Streets as it passes through at BOTH arrival and departure. A relatively short period between that until the extension north occurs.

2 - Parking. The Vine Street location will necessitate removal of valuable West Plaza Parking. In addition, there currently isn't additional parking in the area for commuters.

As to "walking distance to downtown", the Depot area train ramp could be located halfway west from the Depot Building and Healdsburg Avenue Roundabout. This wouldn't trigger railroad safety arms interfering with the Roundabout traffic for the foreseeable future. The walking distance to the Plaza is just ONE block on either Healdsburg Avenue or Center Street. There is parking at the Depot area. In addition, it is closer to Memorial Beach Recreation area.

Please retain the current City Council position of the Depot area. Im certain any public polling will support that FINAL (?) decision.

Thank You

Gary N. Wilson
Healdsburg

From: Natalie Winkler
To: COC; Board Questions
Subject: Please keep Healdsburg"s SMART station @ Hudson Street
Date: Wednesday, September 23, 2026 3:24:40 PM

Dear Members of the Citizens Oversight Committee,

My name is Natalie Winkler, and I live and work in the town Healdsburg. I urge SMART to keep the Healdsburg station at Hudson Street.

The decision was already made through a fair public process. Healdsburg held a community workshop and accepted public comment, and the City Council weighed both sites before confirming Hudson in **February 2024**. More outreach should not erase the outreach that already happened.

The Vine Street location would add pickup and drop-off, rideshare, hotel shuttles, buses, and station traffic to an already congested downtown. The City's original review also identified its impacts on parking, trees, and the Foss Creek Pathway.

Route 60 is one factor, not the whole decision. Bus service can adapt through Route 67, shuttles, microtransit, and bike and pedestrian connections, but a rail station cannot move. Both sites serve downtown. The City's own materials put Hudson about a seven-minute walk from the Plaza, versus about four minutes for the downtown site.

Please plan for the Healdsburg of the next 50 years and keep the station at Hudson Street.

Thank you for your consideration.

Sincerely,

Natalie Winkler

[redacted]

Healdsburg CA 95448

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Raina Allan

From: [redacted]
Sent: Saturday, September 19, 2026 11:19 AM
To: City Council
Subject: [EXTERNAL] - FW: OLD DEPOT

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

From: [redacted]<vwong[redacted]>
Sent: Friday, September 18, 2026 11:52 AM
To: 'council@healdsburg.gov' <council@healdsburg.gov>
Subject: OLD DEPOT

PLEASE PUT TRAIN STATION AT THE ORIGINAL LOCATION. MAKES MUCH MORE SENSE THAN DOWNTOWN.

From: Eddy Cumins
To: Kyreen Jorgensen
Subject: FW: Healdsburg SMART train location
Date: Friday, November 6, 2026 1:31:35 PM

FYI

From: [redacted]>
Sent: Friday, November 6, 2026 11:58 AM
To: district3@sonomacounty.gov; Ariel Kelley <akelley@healdsburg.gov>; Eddy Cumins <ecumins@sonomamarintrain.org>
Cc: redwards@healdsburg.gov
Subject: Healdsburg SMART train location

I have lived in Healdsburg for 28 years and have not seen the citizens this passionate about something in the town since they tried making Foss Creek Circle one-way. I have lived in Healdsburg for a long time (28 years) but I grew up in San Francisco where, as a city, it has a pretty good network of public transportation. And as a student from kindergarten to 5th grade (so age 5 to 11), I walked every day to school—a distance of 0.5 miles each way. It took me about 10 minutes. Then in middle school, I walked 0.3 miles just to get to the bus stop to take the bus another 0.8 miles to get to school. But often when coming home, I would just walk the whole 1.1 miles rather than wait for the bus. My high school was located 0.5 mile from the closest bus stop and a thousand (of 3600 total) of us students walked to this bus stop every school day to take the bus. As a young adult, I took the bus to get to downtown to a job where I, like thousands of other riders of mass transit, walked 5 to 10 minutes after getting off the bus or streetcar to get to the office or shops where we worked.

In New York City, a city with an undeniably vast and dense transportation network, the general walk distances and expectations to the nearest subway station are on average 5 to 10 minutes or 0.4 miles. I was also a university student in the city of Talence near Bordeaux and although there was a bus, I often walked the full 1.3-mile distance since I was already walking the 0.5 mile to the bus stop from my residence and another the 0.5 mile from the bus stop to campus.

So, I assert that it is perfectly normal for working people, students, visitors to walk some distance taking 5 to 10 minutes to get to work, school or to some destination after taking mass transportation. SMART seems to think people don't have legs. My sister who is in a wheelchair takes MUNI, BART and Golden Gate Transit all of the time and often has wheel to and from distances greater than 0.5 mile.

I have also have lived in wine country in Burgundy, France (a place where visitors like here come for the wine and food) and the train station in Beaune (population 20K, so double that of Healdsburg) the train station is 0.7 miles or a 15 minute walk to the main tourist attraction in the town and in the smaller Nuits St Georges (population 5200, half of Healdsburg) the distance from the train station to the commercial center is also 0.7 miles or a 15 minute walk. Europe has had a very long tradition of train travel and would seem to know a thing or two about where to ideally place the location of their train stations.

Would it be swell if the new train station was placed at Vine St 0.3 miles or a 6-minute walk from the Plaza? Sure, but is it that much closer than the 0.4 miles or 8-minute walk to the Plaza from the Hudson Depot? But which location would have more parking and space? Which would be the most fiscally feasible and environmentally responsible location? I don't think the small difference in distance would be worth the added cost to the taxpayers. I was a survey taker for the Healdsburg Farmers' Market and found that the statistics point to a tourist population that primarily come from outside of Sonoma County and would NOT be taking the train as an alternative to driving. If SMART wants to put the station in the wisest place that serves the most people, that would be at the Hudson Street Depot. I understand that SMART doesn't want to repeat mistakes of the past but moving the station to Vine St would not be avoiding a mistake. In fact, it would be making the mistake of making lots of Healdsburgers deeply upset and feeling that SMART wasn't genuinely listening.

Sincerely,

Vanessa Wong

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From: Dixon Wragg
To: Board Questions
Subject: Healdsburg train station location
Date: Wednesday, October 14, 2026 5:30:31 PM

Dear SMART Board of Directors;

As a Healdsburg resident, I just want to add my voice to those who are calling for keeping the location of the new station at the Depot/Hudson Street location. I won't reiterate the talking points you're already familiar with; I'll just say that location will best serve the needs of Healdsburg residents, which is what should come first.

Thanks;

Dixon Wragg

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Board of Directors Meeting:
November 18, 2026 – Public Comments
Downtown_Vine

Date	Name	7. **Healdsburg Station Location Outreach Update**
10.25.2026	Noel Adams	Concerned the disabled community has not been accounted for and is in favor of Vine. Believes expensive mitigation would be required at the Depot location for ADA requirements
10.14.2026	B. A.	Train downtown will be more useful. Better commute for employees; walkability to downtown shops; no issue with finding parking and believes ridership will reduce the need for parking.
10.31.2026	Keith Baker	Connects people where they actually want to go (sites SMART stats regarding jobs downtown w/in ¼ mi of Vine. Already an established destination thus providing immediate access. Economic benefits for small businesses. May encourage longer visits. Mobility and accessibility benefits including fewer blocks and a more connected pedestrian network. Parking shouldn't determine decision, as the downtown location already has established infrastructure. Prioritizing Existing demand rather than future development. Preserving Healdsburg history. Maximize the return on a Major Investment.
10.21.2026	Bay Area Council	Decision should be in the interest of the entire ridership not one community. Inability to connect Route 60. Net-importer of workers and visitors. Mills District's development will not change the visitors in and around the Plaza.
10.19.2026	Jill Benson	Appreciative of gathering efforts from a variety of groups. Should be located where it best serves the riders. Students, elderly and workforce primary riders and should be located closest to downtown.
11.2.2026	Barry Bussewitz	Relies solely on active transportation. Compares downtown locations that are attractive, inviting and welcoming such as Windsor and Railroad Square, as opposed to Rohnert Park and Cotati stations. Train should serve commerce, visitors and pleasure.
9.30.2026	Patrick Carney	Previous work with planners and landscape architects. Vine Street is convenient for walking to businesses, restaurants and shops. If additional infrastructure is required, build it.
9.17.2026	Louette Colombano	Downtown station would best serve the interests of local businesses, residents, employees, and visitors. Plaza depends heavily on visitors from outside the area. Promote pedestrian safety. Already a destination and make it easier to access the local businesses. Better accessibility for those who rely on public transportation. Sites Santa Rosa, downtown station having reinforced her support. Downtown could serve as a catalyst for

		thoughtful, pedestrian-oriented development and help ease congestion, emission and the demand for additional parking.
9.19.2026	Marne Dupere	Connected to easier access to the downtown and Foley Pavillion. Closer access to parking at the Park and Ride. Access to busses especially for students is better. Roundabout at the Depot would create more traffic congestions.
9.22.202	Gary Emmerich	Originally agreed with Depot, but walked the route numerous times and believe it is too long for people especially in 100 degree heat. Depot is historical and has parking, but it's not where people want to go.
11.10.2026	Kathryn Goldman Schuyler	Resident. Current rider. Better location. Closer to home. As seniors walking from depot may be unsafe through the roundabout. Burden on depot residents.
10.31.2026	Stu Harrison	Integral and successful part f the community at the downtown station. Locate the station at a more convenient location. Walking isn't the only convenience; proximity to public restrooms, coffee shops, restaurants, and everyday services. Safety and Security – downtown is lively and well-lit and close to the police station. Wine, hospitality and tourism are foundations of Healdsburg's economy. Hudson was better suited for travel patterns 150 years ago, but things are different now. Looking forward, SMART represents an investment into the city's future.
9.22.2026	Sei Shin (Peter) Holden	Downtown location offers more advantages. Depot feels isolated. A block from the Plaza and the farmer's market at Foley Pavillion. Serves the existing SCT bus routes. Hudson is great for industrial reason, by Vine is better for a "people-mover."
9.18.2026	Hilary Hyde	Has taken the train for years to shop and eat. Prefers Downtown.
11.9.2026	Kelly Hyman	Depot is a longer walk, navigates busy streets and cuts through residential neighborhoods. Downtown is steps away from Foley Pavillion and would benefit workers. Better transit connectivity.
11.7.2026	Ted Hyman	Involved in the initial station planning. Served as Partner in Charge for the design team that worked with SMART on the initial feasibility studies for urban design improvements and station locations. A station at Vine Street would reinforce downtown's walkability. By contrast, development around the southern site could take years to materialize and would draw pedestrian activity away from downtown. Current SMART rider. Although the Vine Street location would lengthen my walk, I would welcome the pedestrian experience and the opportunity to stop for coffee or a glass of wine in one of California's most beautiful downtowns.

9.21.2026	Kenneth Kerst	Recreational rider enjoying the farmer's market and musical events. Wonderful opportunity to have the depot close to the venues
10.21.2026	Walter Kopp	Supports downtown
9.23.2026	Walter Kopp	Votes for downtown
11.4.2026	Buzz Korth	Resident and business owner. Downtown is the heart of the city. Supports continued development. Would like to know if other business owners feel the same.
11.11.2026	Vakil Kuner	Previous city planner. Consultant with Caltrans for BART stations. Primary destination is focused on the square. A difference of minutes in walking distance makes a difference.
September 28, 2026	David Lawrence	In support of the Vine Street location. Believes that it will best serve the community.
11.5.2026	Mark Luzaich	Business owner in Windsor and Healdsburg. Workers commute from outside the city. Hudson is unshaded and crosses a busy roundabout. Downtown is a front door for visitors and could take cars off the street.
10.5.2026	Maria Martinez	Business owner and resident. Station should go where it is used most. "…adoption decides whether something succeeds. A well-built service still fails if it is inconvenient to use,"
11.9.2026	Carol Murota	More parking. Possible tree replacement – Depot is barren of adequate trees with no plans to replace. Public transportation access. Roundabout safety.
11.9.2026	Carol Murota (cont'd)	Neighborhood future development. Vine has immediate benefits.
11.9.2026	Tom Nelson	The success or failure of the SMART train will be measured by how many use it. Workers will use it often. Lack of safety at the roundabout. First impressions – "The Vine Street location greets visitor with the Foley Family Pavilion and shops/restaurants/tasting rooms that are immediately available"
11.5.2026	Karen Neuburger	Lives closer to Hudson. Wants to eliminate as many cars as possible. 80 years old. A pleasant destination equates to a feeling of safety, charming surroundings and the center of town. "Our small town is charming and has a reputation for food, wine, walkability our Plaza and independent shops. I believe that's where riders should land."
11.12.2026	Paul Page	Put station where people are going. Works better for senior and people with disabilities. Buses can't reach depot. Heavy traffic to depot neighborhood. Historic depot building won't be used. Downtown has parking.
9.20.2026	Laura Parker	Listen to the transit experts – downtown!

10.29.2026	Sarah Pittenger	Opinions based on emotions. SMART's analysis shows Vine will better support the goal. Parents of teenagers – they should have a voice. Need to have a safe place for drop offs and close to other people and places they love to patronize.
10.14.2026	Debbie Potmesil	Downtown because it will benefit all riders. A quick walk for visitors to restaurants, the movie theater and farmer's market.
11.9.2026	Rachel Rodrigues	Cloverdale resident. Frequent rider. Route from Hudson to downtown is not a direct route. Will need to navigate the traffic circle. Belief that is the station is at Hudson, it may never make it to Cloverdale
10.5.2026	Mark Schatz	Upset that the survey was modified. In favor of downtown as it will better serve local visitors, tourist and residents.
10.13.2026	Ty Schulling	Disagrees with another resident, regarding functionality of the historic depot; visitors arriving versus departing; walkability and suitable dress attire for walking; visitor's not familiar with the layout- center of town should be reinforced; traffic and parking; tree removal (they are black walnut, not century-od redwoods)
11.6.2026	Bryna Siegal	Lives in Mill District. Foot traffic essential to thriving downtown. Most riders will be arriving. Depot is much less walkable.
11.3.2026	John Thomas	Uses Jeff Speck's books "Walkable City" and "Walkable City Rules" to make an argument for the downtown station.
10.5.2026	Village Market	In favor of downtown.
9.18.2026	Katie Wilhelm Vaught	In favor of downtown in order to walk to wherever. Excited for the train.

From: [redacted]
To: Board Questions
Subject: Fwd: Vine St Vs Depot/Hudson St
Date: Thursday, October 29, 2026 1:56:50 PM

Sent from my iPhone

Begin forwarded message:

> **From:** Noel Adams <[redacted]>
> **Date:** October 29, 2026 at 4:52:48 PM EDT
> **To:** Noel <cnadams@sonic.net>
> **Subject: Fwd: Vine St Vs Depot/Hudson St**
>
> Sent from my iPhone
>
> Begin forwarded message:
>
> > **From:** Noel Adams <[redacted]>
> > **Date:** October 26, 2026 at 11:04:29 AM EDT
> > **To:** Akelly@healdsburg.gov
> > **Subject: Fwd: Vine St Vs Depot/Hudson St**
> >
> > Sent from my iPhone
> >
> > Begin forwarded message:
> >
> > > **From:** Noel Adams <[redacted]>
> > > **Date:** October 25, 2026 at 5:36:00 PM PDT
> > > **To:** akelly@healdsburg.org
> > > **Subject: Vine St Vs Depot/Hudson St**
> > >
> > > Ariel Kelly
> > > Member, Healdsburg City Council
> > > Member, SMART Board
> > >
> > > I am writing to you as a member of SMART BOARD and recommending board to determine the location of the train stop in Healdsburg.
> > > I have attended two SMART sponsored presentations. I have read extensively of potential ridership opinions. Heard the view of Healdsburg city council.

Much of the discussion has been centered around issues such as: following prior HB council recommendations. Parking. Congestion. Cutting trees. Blocking traffic
Etc
As a member of the Healdsburg community I am appalled at the lack of discussion and recognizing the needs of the Disabled/ Handicapped communities.
The construction project must include meeting the needs of the Disabled.
Mitigation is spelled out as to requirements in the American Disability Act.
These are physical. Medical. Psychological
It is my understanding that over 80% of the ridership destination will be city center/Plaza area. With the Depot site riders would be required to walk 8/ 10 th of a mile to their destination round trip
With the needs of the disabled community the Depot vs Vine Street it is obvious a preferred location. Arrive and you are there.
Expensive mitigation would be required for Depot site.
In addition, the Enso Village Senior Retirement community has 250 residents and expansion to 350.
Cloverdale has a Dell Webb 55 + retirement community which would impact the need for mitigation.
In you would like to speak to me or attend a meeting I would be happy to do do.
Regards
Noel Adams

Sent from my iPhone

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From: Beryl Adler
To: Board Questions
Subject: Support for the Vine Street SMART Station Location
Date: Wednesday, October 14, 2026 8:18:17 AM

Dear SMART Board of Directors,

I'm writing as a Healdsburg resident, local business owner, employee, and member of a family that lives here to support locating the SMART station on Vine Street. This letter is mainly being sent to you because I see a lot of negative posts online and I am afraid of retaliation by speaking up in public as we are a small business that does depend on our local population.

A station closer to the center of town would make the train more useful in everyday life. It would give my employees a more convenient commute, make it easier and safer for my family to travel out of town and support other communities and offer residents and visitors better access to train. For people with limited mobility, arriving near the center of town could also reduce the need to arrange a separate Uber or Lyft just to reach downtown.

I believe many Healdsburg residents would appreciate having the station in town rather than farther outside it. A central location would make it easier for visitors to walk to local shops, restaurants, tasting rooms, and other small businesses. Bringing more visitors into town by train could support the businesses that make Healdsburg special.

I don't usually have trouble finding parking, but I can see how a train station could help reduce the number of commuters who need to park around town. If more people can take the train, that may also mean fewer cars coming into and circulating through Healdsburg. Good access to transit and local destinations can make the station convenient for both residents and visitors.

I understand that people have different views about the station location. I hope the Board will give serious consideration to the benefits of placing it closer to the heart of Healdsburg: convenient access for residents, employees, visitors, and people with limited mobility, along with potential support for local businesses and less reliance on cars.

Thank you for considering my perspective and for your work to bring SMART service to Healdsburg.

PS. I try not to speak up about sensitive local matters as the vocal locals may retaliate on our business and I always fear that as we try to build a safe space in our business.

Sincerely,
Beryl Adler
Healdsburg resident and owner of Acorn Cafe

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From: [redacted]
To: Board Questions
Subject: Strong Support for Downtown Healdsburg SMART Station: Ridership, Accessibility, and Economic Benefits
Date: Saturday, October 31, 2026 7:58:31 AM

Dear SMART Board of Directors,

As a Healdsburg resident, I am writing to express my strong support for selecting the Vine Street/West Plaza downtown location for Healdsburg's future SMART station.

I believe this is one of the most consequential transportation and economic development decisions our community will make in decades. We have a unique opportunity to create a rail connection that strengthens our local economy, maximizes ridership, improves accessibility, and serves residents and visitors for generations.

After reviewing SMART's recent station location analysis, I believe the evidence strongly supports the downtown location.

1. Maximize Ridership by Connecting People to Where They Actually Want to Go

The long-term success of SMART depends on convenience, connectivity, and ridership. A train station should be located where people already live, work, shop, dine, and gather.

SMART's own analysis demonstrates that the downtown location has 84% more jobs within a quarter-mile walking area, 45% more non-shared trips within a half-mile, and 12% more intercity trips within a half-mile compared with the Depot/Hudson location.

These are meaningful differences that should carry significant weight in this decision.

Healdsburg is already an established regional destination. Locating the station near the Plaza provides immediate access to our restaurants, retail shops, hotels, tasting rooms, and other attractions without requiring passengers to rely on additional transportation.

If our goal is to encourage people to choose the train over driving, we should make that choice as convenient and attractive as possible.

2. Strengthen Healdsburg's Local Economy

A downtown SMART station would be a tremendous opportunity for our local businesses.

Healdsburg's economy benefits from tourism, hospitality, restaurants, retail, and the wine industry. Providing convenient rail access directly into our downtown would encourage visitors from throughout Sonoma and Marin counties to explore Healdsburg without needing a car.

It could also encourage longer visits, increased spending at local establishments, and greater accessibility for employees commuting into Healdsburg.

SMART reports that 84% of Healdsburg's workforce resides outside city limits. A downtown station would place many of these workers closer to existing employment opportunities while reducing their dependence on personal vehicles.

This is not simply a tourism initiative. It is an investment in our workforce, small businesses, and economic vitality.

3. Make Accessibility and Mobility a Priority

Accessibility is especially important to me, and I believe it deserves greater consideration in this discussion.

For individuals who use wheelchairs, families with strollers, older adults, and people with limited mobility, even a few additional blocks can present a significant challenge.

The downtown location is approximately a four-minute walk from the Plaza, compared with approximately eight minutes from the Depot/Hudson location. While that difference may seem insignificant to some, it can be substantial for people with disabilities or mobility limitations.

SMART's own materials recognize the importance of the final distance between a transit stop and a passenger's destination. They also identify the downtown location as having a more connected pedestrian network.

True accessibility should extend beyond the train platform. It should include the entire journey to a person's final destination.

I strongly believe the downtown location offers a better opportunity to create a convenient, inclusive, and accessible transportation experience for

people of all abilities.

4. Use Existing Infrastructure and Address Parking Thoughtfully

I recognize that parking is an important consideration, but I do not believe it should determine the station location at the expense of ridership and connectivity.

Downtown Healdsburg already has an established parking network, pedestrian infrastructure, and nearby public transportation connections.

According to SMART's published information, approximately 30 parking spaces would be needed for the Healdsburg station, and the downtown option could accommodate those spaces within the West Plaza parking area.

SMART also acknowledges that some parking impacts will occur at West Plaza regardless of which station location is selected.

Rather than treating parking as an insurmountable obstacle, I encourage SMART and the City to work collaboratively on a thoughtful parking management strategy that balances the needs of businesses, residents, and rail passengers.

The purpose of investing in regional passenger rail should be to reduce our reliance on automobiles, not prioritize the availability of large parking facilities over convenient access to destinations.

5. Prioritize Existing Demand Rather Than Speculative Future Development

The Depot/Hudson location may offer opportunities for future housing and mixed-use development, and I support thoughtful growth in that area.

However, much of its potential depends on future development, private investment, and changing land-use patterns.

Downtown Healdsburg already has the density of jobs, businesses, services, and destinations that a successful passenger rail station needs.

We should not sacrifice the benefits of an established, thriving downtown in favor of development that may take years or decades to materialize.

Furthermore, SMART has indicated that housing development, pedestrian

improvements, and potential restoration of the historic depot can move forward regardless of which station location is selected.

These goals are not mutually exclusive.

6. Preserve Our History Without Allowing It to Dictate Our Future

I appreciate the historical significance of the original Healdsburg depot and support efforts to preserve and restore it.

However, historical precedent should not be the deciding factor in locating modern passenger rail infrastructure.

The transportation needs of Healdsburg today are vastly different from those of the community decades ago.

The historic depot can remain an important community landmark and potentially become a valuable asset through adaptive reuse, without serving as the primary passenger station.

We should respect our history while making a forward-looking decision based on modern transportation needs, accessibility, economic opportunity, and long-term public benefit.

7. Maximize the Return on a Major Public Investment

SMART's expansion to Healdsburg represents a substantial investment of federal, state, and regional funding.

With station construction costs reportedly comparable between the two alternatives, the decision should ultimately be driven by which location delivers the greatest long-term public benefit.

A station that attracts more riders, supports existing businesses, improves access to employment, and reduces automobile dependence offers a stronger return on that investment.

We only have one opportunity to make this decision correctly. Once the station is constructed, its location will influence transportation patterns and economic activity for generations.

My Request to the Board

I respectfully urge the SMART Board of Directors to select the Vine Street/West Plaza downtown station location.

I also encourage the Board to prioritize accessible pedestrian connections, coordinated bus service, thoughtful parking management, and preservation of the historic depot as complementary community investments.

Healdsburg has an extraordinary opportunity to become one of the most attractive and successful destinations along the SMART corridor.

Let’s locate the station where it can serve the greatest number of people, support the greatest amount of economic activity, and provide the most convenient and accessible experience possible.

Thank you for your consideration and for your commitment to bringing passenger rail service back to Healdsburg.

Sincerely,

Keith Baker

Healdsburg Resident

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From: Adrian Covert
To: Board Questions
Cc: Joanne Webster; [redacted]
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-40f4-9c55-0cdff0884758.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

BAYAREA COUNCIL
HISTORIC KLAMATH BAY AREA COUNCIL

Adrian Covert
Senior Vice President, Public Policy
M: 415-519-9141
The Klamath Pier 9, The Embarcadero, San Francisco
www.bayareacouncil.org

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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

From: Zoe Unruh
To: Bill Gamlen; Julia Gonzalez; Eddy Cumins; Joanne Parker; Kyreen Jorgensen; Customer Service
Subject: Fw: Healdsburg Platform Location
Date: Friday, September 25, 2026 12:26:27 PM

Zoe Unruh (She/Her)
Planning Manager
Sonoma-Marin Area Rail Transit District
5401 Old Redwood Highway, Suite 200
Petaluma, CA 94954
Office: 707-285-8178
Mobile: 323-868-4216
www.sonomamarintrain.org

Get Outlook for iOS

From: Dan Bell <[redacted]>
Sent: Thursday, 24 September 2026 19:31:46
To: Zoe Unruh <zunruh@sonomamarintrain.org>
Subject: Healdsburg Platform Location

Zoe: I wholeheartedly agree the Healdsburg Platform should be located between Matheson and North Streets. But in the spirit of full disclosure, I believe all exhibits for upcoming public meetings should clearly show the FULL extent of the proposed double track design for each of the two platform options. Obviously there will be single track through the roundabout, but then the track must splay a long distance to provide the intended double track platform design. Having said that, the Depot/Hudson Platform option should be repositioned as close as possible to the roundabout to offer visitors/tourists to Downtown Healdsburg as short a walk as possible. Regards, Dan Bell, Sonoma Valley

Sent from my iPhone
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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
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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: Ashley Gutierrez Quant
To: Barry Bussewitz
Cc: Kyreen Jorgensen; Barry Albert Bussewitz
Subject: [SMART Customer Service] Re: locate the Healdburg station DOWNTOWN
Date: Monday, November 2, 2026 2:37:28 PM

Hello Barry,

Thank you for your email. Your feedback has been received and will be shared with applicable staff and the SMART Board of Directors.

For more information about potential Healdsburg station locations, including upcoming community meetings, and a community input survey to provide your feedback and help SMART better understand community travel needs and preferences, please visit sonomamarintrain.org/healdsburgstationlocation.

Thank you for taking the time to share your feedback with SMART.

Best regards,

Ashley Gutierrez
Administrative Assistant | Customer Service

Sonoma-Marin Area Rail Transit District (SMART)
5401 Old Redwood Hwy, Suite 200
Petaluma, CA 94954
(707) 794-3330
www.sonomamarintrain.org

This email is a service from Sonoma-Marin Area Rail Transit (SMART). Delivered by Zendesk

On November 2, 2026 at 10:34:52 PM UTC, Barry Bussewitz [redacted] wrote:

> Dear SMART:
>
> I rely solely on active transportation (train, bus, ferry, walking, bicycle). I was active in all three campaigns to get our Sonoma Marin train started. I hold that locating the Healdsburg station as close as possible to downtown is crucial.
>
> The station location in Windsor is attractive, inviting and welcoming! Railroad Square is exciting! Rohnert Park and Cotati: well, who wants to take the train to get to those downtowns?
>
> When people like me in our Sonoma Marin region want to take SMART for recreation, business, or pleasure, the stations with easy downtown access trump the others!
>
> For the longterm success of our wonderful train and the cities it serves, the station locations

must serve commerce, visitors, and pleasure.

Please, consider the longterm and the Big Picture: locate the Healdsburg station downtown!

Thank you,
barry

Barry Albert Bussewitz
[redacted]
Petaluma, California 94952
[redacted]

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From: Ashley Gutierrez Quant
To: Patrick Carney
Cc: Kyreen Jorgensen
Subject: [SMART Customer Service] Re: FW: [EXTERNAL] - SMART train stop
Date: Wednesday, September 30, 2026 2:19:56 PM

Hello Patrick,

Thank you for your email. Your feedback has been received and will be shared with applicable staff and the SMART Board of Directors.

For more information about the Healdsburg Extension Project, and to sign up for periodic email updates, please visit sonomamarintrain.org/healdsburg. A community input survey will also be available soon, providing another opportunity to share your feedback. If you sign up for project updates, we will send you a link to the survey when it opens.

Thank you for taking the time to share your feedback with SMART.

Best regards,

Ashley Gutierrez
Administrative Assistant | Customer Service

Sonoma-Marin Area Rail Transit District (SMART)
5401 Old Redwood Hwy, Suite 200
Petaluma, CA 94954
(707) 794-3330
www.sonomamarintrain.org

This email is a service from Sonoma-Marin Area Rail Transit (SMART). Delivered by Zendesk

On September 30, 2026 at 8:01:51 PM UTC, Raina Allan rallan@healdsburg.gov wrote:

> _____
> RAINA ALLAN, CMC, CPMC | City Clerk
> City of Healdsburg | City Manager's Office
> 401 Grove Street, Healdsburg, CA 95448
> Office: (707) 431-3316
> rallan@healdsburg.gov | healdsburg.gov
>
> -----Original Message-----

From: Patrick Carney
Sent: Wednesday, September 30, 2026 12:52 PM
To: City Council
Subject: [EXTERNAL] - SMART train stop

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

Hello,

I don't live in Healdsburg, (Santa Rosa), but have worked with planners and landscape architects over the years.
If you want the train and stop location to be successful, that is work for the riders, convenience walking to businesses, restaurants and shops, then Vine Street is the choice.
For all the reasons the Council and citizens site for not choosing the Vine Street location, like traffic and parking I guess, work it out! Design and build the infrastructure needed.
If it's easy and convenient, they will come.. and spend, generating revenue for successful businesses and taxes for the City.
Forget egos and personalities and build a successful light rail system for those who will use it, the shoppers and commuters.

Thank you!
Patrick Carney

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From: Louette Colombano
To: Board Questions
Subject: Support for a Downtown Healdsburg Train Station
Date: Thursday, September 17, 2026 5:59:08 PM

Dear Board Members:

I am writing to respectfully urge you to locate the SMART train station in downtown Healdsburg. A downtown station would provide substantial economic, transportation, safety, and community benefits while strengthening the connection between Healdsburg and the broader region.

I am a third-generation Healdsburg resident. Although I currently reside in Marin County, I maintain a strong connection to the community and own property on the Plaza at 308 Center Street. Based on my longstanding ties to Healdsburg, I believe a centrally located station would serve the interests of local businesses, residents, employees, and visitors far better than a location removed from the downtown core.

The businesses surrounding the Plaza depend heavily on visitors from outside the area. A station within convenient walking distance would direct more visitors to local shops, restaurants, tasting rooms, and other businesses, supporting sales, employment, and the vitality of downtown. Visitors arriving by train would be able to spend time and money locally without needing to rent a car or find parking. Employees could also commute more easily, helping businesses attract and retain workers while reducing traffic and parking demand.

A downtown station would also promote pedestrian safety. Healdsburg's downtown is already a destination where people walk between restaurants, shops, tasting rooms, lodging, and community events. Locating the station near these destinations would allow visitors to complete their trips on foot rather than driving from one location to another. This would be particularly valuable during wine-tasting events and other occasions when visitors may be consuming alcohol. Providing a convenient alternative to driving would help reduce the risk of impaired driving and make it easier for visitors to enjoy Healdsburg responsibly.

Accessibility is another important consideration. A station in the downtown core would be more convenient for residents and visitors who do not drive, including older adults, people with disabilities, young people, and those who cannot afford or do not wish to rely on a private vehicle. A centrally located station would also make it easier for passengers to reach their destinations without requiring additional transportation or navigating a long, less convenient route from the station to downtown.

I am concerned that the proposed Hudson Street location would not provide the same level of direct access to the heart of Healdsburg. My experience with downtown Santa Rosa has reinforced my support for a downtown station. When a train station is located near shops, restaurants, and other community destinations, it becomes part of the daily life of the city rather than simply a transportation stop on its outskirts. Passengers can walk directly to their destinations, carry their purchases, dine, attend events, and participate in the community without needing to return to a vehicle.

A downtown station could also serve as a catalyst for thoughtful, pedestrian-oriented development and help reduce congestion, emissions, and the demand for additional parking. It would connect Healdsburg more effectively to neighboring communities while preserving and enhancing the character of downtown as a welcoming, walkable center.

I respectfully ask that you give serious consideration to a downtown location as you evaluate the future of SMART service in Healdsburg. I believe a downtown station would provide lasting economic benefits, improve pedestrian safety and accessibility, support local businesses, and strengthen the community as a whole.

Thank you for your consideration.

Sincerely,

Louette Colombano

[redacted]

Mill Valley, CA 94941

[redacted]

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From: Adrian Covert
To: Board Questions
Cc: Joanne Webster; [redacted]
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-40f4-9c55-0cdff0884758.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

BAYAREA COUNCIL
HISTORIC KLAMATH BAY AREA COUNCIL

Adrian Covert
Senior Vice President, Public Policy
M: 415-519-9141
The Klamath Pier 9, The Embarcadero, San Francisco
www.bayareacouncil.org

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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

From: Marne Dupere
To: Board Questions
Subject: train station in Healdsburg
Date: Saturday, September 19, 2026 2:44:36 PM

To the Board of Directors:
I am a business member in the town of Cloverdale and Healdsburg and would like to comment regarding the train depot for Smart Train in Healdsburg. Here is my input:

1. It seems wiser to place the depot IN THE DOWNTOWN, not on the outskirts, which is not connected to anything with easy access. Isn't the idea to benefit businesses IN TOWN?
2. The depot near the Foley Community Center seems perfect due to its proximity to not only the Foley Center and downtown, but parking! People could easily access the parking to park and ride.
3. It also would make it much easier to access the busses going to other Sonoma County locations, such as Geyserville and Cloverdale. It is already challenging for kids and teens to get to Healdsburg from Cloverdale. Busses are an important lifeline for them to have independence.
4. The roundabout near the proposed depot would become a DISASTER for traffic due to the increased pedestrians crossing. It already is challenging to maneuver this roundabout and will become even more so with more stopped vehicles.

Thank you for your time and consideration towards this matter.
Marne Dupere

Marne Dupere
[redacted]
14feet. + Plank Coffee
229 N Cloverdale Blvd
Cloverdale, CA 95425
www.14feet.net
[redacted]
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From: Gary Emmerich
To: Board Questions
Subject: Healdsburg train station
Date: Tuesday, September 22, 2026 5:19:54 PM

I am a Healdsburg resident and wanted to give my opinion on the Healdsburg train station site. I originally agreed with the original depot location, however I have now changed my mind. After walking that route a bunch of times from downtown to that depot, I was like why would people want to come visit this town and then have to walk the distance to downtown in the rain or 100 degree heat. It would be miserable. People come to Healdsburg to be in downtown for its shops and restaurants. Sure the old depot is historical and has parking, but that is not where people want to go.

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From: Kathryn Goldman Schuyler
To: Board Questions
Subject: Location of SMART station
Date: Tuesday, November 10, 2026 3:46:52 PM

Dear Members of the SMART Board:

As a resident of Enso Village in Healdsburg, I am pleased that the SMART train will be coming to Healdsburg. I have ridden it several times, and my husband uses it regularly. We both really appreciate the quality of service that it gives.

I was happy to hear that you re-opened the question of location and wish it to be located at **Vine/West Plaza/Downtown**. Both my husband and I think that is a far better location. It is much easier for us to get to from our home and much better for people who wish to come from other cities in northern California and spend time in Healdsburg. For us as seniors, walking from the Depot location through the traffic circle seems dangerous and risky. It is not something I would want to have to do, and I think it is bad for the flow of traffic to have large numbers of people going to and from the train walking through that traffic circle.

I listened carefully to the presentation about the two locations, and various points seem important. I do not think we should impose this burden on the neighbors who live close to the Depot, both in terms of additional traffic, the probability of their garden being turned into a parking lot, and the increased density required by the new state laws. In addition to this and the hazards of walking through the traffic circle, the additional length of the walk is a problem for seniors, the disabled, and commuters. Overall, the **Vine/West Plaza/Downtown** location just seems like a much better choice.

Thank you for coming to Enso Village to meet with us and for creating and managing this excellent service!

Kathryn Goldman Schuyler, PhD
Professor Emeritus, Organizational Psychology / Organization Development
Alliant International University
Website: https://coherentchange.com

Books:
CREATIVE SOCIAL CHANGE: Leadership for a Healthy World **(Emerald, 2016)**
https://www.amazon.com/Creative-Social-Change/dp/1786351463
Leading with Spirit, Presence, and Authenticity **(Wiley, 2014)**
https://www.wiley.com/enus/Leading+with+Spirit%2C+Presence%2C+and+Authenticity%3A+A+Volume+in+the+International+Leadership+Association+Series%2C+Building+Leadership+Bridges-p-9781118820612 TO READ AN EXCERPT

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From: Ariel Kelley
To: Board Questions
Subject: Fwd: [EXTERNAL] - Location of SMART station
Date: Tuesday, November 10, 2026 5:05:38 PM

Ariel U. Kelley
akelley@healdsburg.gov
Councilmember, City of Healdsburg

Begin forwarded message:

From: Kathryn Goldman Schuyler [redacted]>
Date: November 10, 2026 at 3:39:52 PM PST
To: City Council <CityCouncil@healdsburg.gov>
Subject: [EXTERNAL] - Location of SMART station

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

Dear Members of the Healdsburg City Council:

As a resident of Enso Village in Healdsburg, I am pleased that the SMART train will be coming to Healdsburg. I have ridden it several times and my husband uses it regularly. We both really appreciate the quality of service that it gives.

I was happy to hear that the SMART Board has raised the question of location and wishes it to be located near the Safeway. Both my husband and I think that is a far better location. It is much easier for us to get to from our home and much better for people who wish to come from other cities in northern California and spend time in Healdsburg. For us as seniors, walking from the Depot location through the traffic circle seems dangerous and risky. It is not something I would want to have to do, and I think it is bad for the flow of traffic to have large numbers of people going to and from the train walking through that traffic circle.

I listened carefully to the presentation about the two locations, and various points seem important. I do not think we should impose this burden on the neighbors who live close to the Depot, both in terms of additional traffic, the probability of their garden being turned into a parking lot, and the increased density required by the new state laws. In addition to this and the hazards of walking through the traffic circle, the additional length of the walk is a problem for seniors, the disabled, and commuters. Overall, the closer location just seems like a much better choice.

Thank you for reading my thoughts on this!

Kathryn Goldman Schuyler, PhD
Professor Emeritus, Organizational Psychology / Organization Development
Alliant International University
Website: https://coherentchange.com

Books:
CREATIVE SOCIAL CHANGE: Leadership for a Healthy World **(Emerald, 2016)**

https://www.amazon.com/Creative-Social-Change/dp/1786351463
Leading with Spirit, Presence, and Authenticity **(Wiley, 2014)**

https://www.wiley.com/enus/Leading+with+Spirit%2C+Presence%2C+and+Authenticity%3A+A+Volume+in+the+International+Leadership+Association+Series%2C+Building+Leadership+Bridges-p-9781118820612 TO READ AN EXCERPT

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From: Stu Harrison
To: Board Questions
Subject: Letter supporting the Vine Street/West Plaza Healdsburg SMART station
Date: Saturday, October 31, 2026 2:28:38 PM

To the SMART Board of Directors

Re: Healdsburg SMART Station — Vine Street/West Plaza Location

Dear Members of the Board,

I am writing to express my wholehearted support for locating Healdsburg's future SMART station at Vine Street/West Plaza, in the heart of our downtown.

The proximity of this site to Healdsburg's central business district makes it an excellent choice for residents, commuters, local businesses and visitors alike. I believe it offers the greatest opportunity for the station to become an integral and successful part of our community.

Passenger Convenience Is Key

Like approximately 60% of Healdsburg's residents, I live north of the Plaza. Our schools, hospital and several major employers are also located north of the Plaza. Indeed, approximately two-thirds of Healdsburg's jobs are concentrated in the central, northern and western parts of town.

It makes sense to locate our new station as conveniently as possible for the people who will use it, the businesses that will benefit from it and the visitors who come to enjoy our city.

Convenience, however, is about more than walking distance. Proximity to public restrooms, coffee shops, restaurants and everyday services would make the downtown station a natural extension of an already thriving business district. This is how successful town-center railway stations function in communities around the world.

It is especially important to consider the needs of regular commuters, whose priorities are often quite different from those of leisure travelers.

Imagine a working mother finishing her day in Healdsburg and preparing to catch the train home. Before boarding, she may need to pick up something for her family's dinner, collect the dry cleaning or stop at the pharmacy for a prescription. Having these services conveniently located along her walk to the station makes public transportation a far more practical and appealing choice.

Requiring her instead to walk nearly half a mile out of her way to reach a station removed from these everyday services adds an unnecessary burden at the end of an already busy day. Such seemingly small inconveniences can make all the difference between choosing to commute by train and deciding that driving is simply easier.

Safety and Accessibility

A station situated in a lively, well-lit and frequently used downtown area offers important

advantages in both actual and perceived safety.

The Vine Street/West Plaza location benefits from the presence of nearby businesses, regular pedestrian activity and established public amenities. It is also just two blocks from the Healdsburg Police Department.

By comparison, the historic Hudson Street depot site is more isolated from the commercial and civic activity that makes a station feel welcoming and convenient, particularly for passengers traveling early in the morning or returning after dark.

A railway station should be a place where passengers of all ages feel comfortable arriving, waiting and departing.

The Visitor Experience — and a Little History

Wine, hospitality and tourism are foundations of Healdsburg's economy. A downtown station would bring visitors directly to the restaurants, shops, tasting rooms and welcoming public spaces they have come to enjoy. It would encourage pedestrian activity, support local merchants and offer visitors an attractive alternative to driving into town and searching for parking.

There is an important historical lesson here.

When the railroad arrived in Healdsburg in 1871, the Hudson Street depot served a very different purpose. Most passengers arriving by train were not headed for downtown Healdsburg at all. They were transferring to carriages and stages bound for riverside resorts and the celebrated hot springs hotels of the Coast and Mayacamas ranges.

Those resorts and the transportation networks that served them have largely disappeared. Today, visitors come to experience Healdsburg itself — particularly its historic Plaza, restaurants, shops and tasting rooms.

The Hudson Street depot was well suited to the travel patterns of the nineteenth century. That does not make it the right location for the twenty-first.

We should choose the station location that best serves the Healdsburg of today, rather than allowing a decision made more than 150 years ago, for entirely different reasons, to determine how our modern railway serves the community.

Looking Forward

I recognize that the station's location has prompted strong feelings among some residents. That is understandable: major changes to familiar public spaces naturally invite questions and concern.

Nevertheless, I believe that once the benefits of a convenient downtown station become apparent, many of those concerns will give way to appreciation for the opportunities it brings.

I am genuinely excited about welcoming SMART service to Healdsburg. It represents an important investment in our city's future, offering new possibilities for residents, workers, local businesses and visitors.

My hope is that we seize this opportunity not simply to bring passenger trains back to Healdsburg, but to make rail travel a useful, attractive and lasting part of everyday life here.

Thank you for your consideration and for the work you are doing to bring SMART service to our community.

Sincerely,

D. Stuart Harrison

[redacted]

Healdsburg, CA 95448

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From: Peteholden
To: Board Questions
Cc: transportation@ensoresidents.groups.io
Subject: SMART HBG station location - CHANGE
Date: Tuesday, September 22, 2026 10:58:57 PM

Dear SMART

As a north HBG resident of 3 yrs, I luv that SMART is coming to town. And while I would be happy with either location, I think the downtown Vine location offers more advantages than Hudson Depot.

To me the Depot site feels isolated and cut off from where the action is closer to town. Vine St is just a block away from the plaza and so many businesses. It's right next to the new Farmers Market Foley pavilion, and serves existing SC Transit routes 60 and 67 easily. The Depot would require a special shuttle, as SCT doesn't feel rerouting the 60 is safe at that location, and will add time delay to that route. Also, both loops of the Healdsburg 67-shuttle terminate less than a block from the Vine St location, while the Hudson site will require a re-routing of the 67-South; this location will require Northside residents an unfortunate transfer to get to the station.

The Hudson site is a great location for an 'industrial' use such as NWPRR; the Vine St site is better for a "people mover" service like SMART.

If the station stop stays at Hudson, I fear that many in the future will regret missing this opportunity to make a better selection.

. _/_
Sei Shin (Peter) Holden
Enso Village [redacted]
C: [redacted]

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From: Julia Gonzalez
To: Kyreen Jorgensen
Subject: Fw: Healdsburg station
Date: Thursday, September 24, 2026 8:42:43 AM

---------- Forwarded message ---------
From: Hilary Hyde <[redacted]>
Date: 9/18/2026, 7:24:11 AM
YES for downtown. We have been taking the train for years from Larkspur to Novato and Petaluma to shop and eat. We will do the same to get to Healdsburg.

Thank you

Hilary Hyde MV Ca

--
Hilary F. Hyde
[redacted]
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--
Ashley Gutierrez
Administrative Assistant | Customer Service

Sonoma-Marin Area Rail Transit District (SMART)
5401 Old Redwood Hwy, Suite 200
Petaluma, CA 94954
(707) 794-3330
www.sonomamarintrain.org

From: Kelly Hyman
To: Board Questions
Subject: Healdsburg SMART Train Location
Date: Monday, November 9, 2026 12:23:33 PM

Dear Board of Directors,

I am a Healdsburg resident writing to share my thoughts on the proposed train station location: Vine Street versus the Historic Depot Site on Hudson Street.

Vine Street is a significantly better option for both visitors and commuters. Arriving at the Historic Depot site requires a longer walk, navigating a busy traffic circle, or cutting through a residential neighborhood. In contrast, the Vine Street location places passengers just one block from the Foley Pavilion and steps away from downtown Healdsburg. Local workers arriving in Healdsburg would also benefit from this central location.

Additionally, the Vine Street site offers better transit connectivity and easier parking. At the Depot site, transferring to a bus would be difficult, as the nearest bus stop is on Healdsburg Avenue, complicating transfers and scheduling.

While I understand the Historic Depot site was selected when Healdsburg was intended as the end of the line, circumstances have changed. Given the scale and expense of this project, selecting the right location is critical.

Thank you for your consideration.

Sincerely,
Kelly

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From: Hyman, Ted
To: Board Questions
Date: Saturday, November 7, 2026 7:47:35 AM

Board of Directors

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

Dear Members of the Board,

I am writing to urge the Board to locate SMART's Healdsburg Station at Vine Street. My perspective is informed by my involvement in SMART's initial station planning, my experience in urban design and transit-oriented development, and my current residency in Healdsburg. More than 20 years ago, I served as Partner in Charge for the design team that worked with SMART on the initial feasibility studies for urban design improvements and station locations. My firm, ZGF Architects, designed the urban design and implementation plan for Portland's light rail system, a project that received national attention, we had also recently completed light rail planning projects for Denver and San Diego.

Our initial consideration for the site south of town was driven primarily by its two historic structures and the potential to create future mixed-use developments around the station. Now, as a Healdsburg resident, I have a deeper understanding of the town's urban fabric and the importance of connecting the station to its existing downtown. My current responsibility for the planning and design of the new Sonoma County Government Center, to be located on County-owned land in Santa Rosa, provides an additional perspective. That project offers a relevant parallel: the site initially selected by others was expedient but would have done little to strengthen connections within the community. We successfully relocated the project to a site where the new building could serve as an anchor for the existing civic buildings and future development.

While I understand the considerations that led to the proposed location south of town, I urge the Board to reconsider and select the Vine Street location. Many stations depend on future development to establish a transit-oriented community. In Healdsburg, that urban fabric already exists, and a station at Vine Street would reinforce downtown's walkability. By contrast, development around the southern site could take years to materialize and would draw pedestrian activity away from downtown. During our original planning, we could only have imagined an arrival experience that would allow passengers to step off a SMART train and walk to the Foley event space for the farmer's market or other civic events, or to a nearby restaurant. Vine Street offers a rare opportunity to place a station where activity already exists, rather than relying on future development to create it.

I am already a SMART rider, using the park-and-ride in Windsor to travel to Larkspur and then walking to the ferry to San Francisco. Years ago, our planning team questioned how well that connection would function; today, I appreciate the opportunity to leave my car behind and enjoy a relaxing trip. I look forward to the Healdsburg station. Although the Vine Street location would lengthen my walk, I would welcome the pedestrian experience and the opportunity to stop for coffee or a glass of wine in one of California's most beautiful downtowns.

Having observed how Healdsburg has evolved, I believe our initial recommendation more than 20 years ago should be revisited. A station south of the traffic circle would be less attractive to riders, raise safety concerns for pedestrians navigating the circle, and shift activity away from downtown's retail and civic spaces. I believe alternative uses can be found for the two historic station structures. Preserving those buildings should not come at the expense of the most appropriate station location. I respectfully ask the Board to select Vine Street.
Sincerely,

Ted Alan Hyman

Ted Hyman
FAIA, LEED AP BD+C
Partner

ZGF ARCHITECTS LLP
T 213-253-5830
E ted.hyman@zgf.com
zgf.com



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Raina Allan

From: kenneth kerst <[redacted]>
Sent: Monday, September 21, 2026 2:18 PM
To: Raina Allan
Subject: [EXTERNAL] - Healdsburg Depot Location

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

Dear Staff,

I favor the depot be located Downtown. I'm a weekly recreational train rider living in Windsor. I also patronize the Healdsburg Farmer's Market and musical events. What a wonderful opportunity to have the depot close to these venues.

Go Healdsburg!

Cheers,

Kathy Kerst
Sent from my iPad

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]

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From: walter kopp
To: Board Questions
Subject: One vote for Healdsburg downtown station
Date: Wednesday, September 23, 2026 10:37:02 AM

Walter Kopp
[redacted]

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From: Buzz Korth
To: Board Questions
Subject: Healdsburg Depot Location.
Date: Wednesday, November 4, 2026 9:34:00 AM

Dear Board Members,

As a resident and small business owner located in Healdsburg, I would like to see the new depot being located at the Vine Street “Downtown” location.

It seems to me to make the most sense for today as well into the future. The downtown plaza area of Healdsburg is the heart of the city and the Vine Street location certainly supports the continued development of the downtown. The merchants located in the core downtown area need the traffic of visitors to be successful and to provide the community with a diverse experience.

I know many business owners that feel the same way as I do and hopefully they have communicated their preference.

Ultimately the decision rest with you the experts, and I appreciate the opportunity to share my thoughts.

Thank You,

Buzz Korth
[redacted]t
Healdsburg, California 95448

Maison Smith
[redacted]
Healdsburg, California 95448

[redacted] cell and text

Sent from my iPhone
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From: Eddy Cumins
To: Kyreen Jorgensen
Subject: FW: Healdsburg Depot location.
Date: Monday, November 2, 2026 11:32:48 AM

FYI. I think this may be one I missed.

Eddy

-----Original Message-----
From: Buzz Korth <[redacted]>
Sent: Tuesday, October 20, 2026 11:13 AM
To: Eddy Cumins <ecumins@sonomamarintrain.org>
Subject: Healdsburg Depot location.

Dear Mr. Cumins,

As a resident and small business owner in Healdsburg and interested in where the SMART train depot should be located, I would like to state my opinion after much thought and consideration.

I believe the reality of percentage of those in favor of one over the other is probably close to 50-50%. Most likely an emotional choice based on one's own personal opinion. You may receive more "opinions" for one over the other based on who gets out the vote best.

I believe that the decision should be based on the facts that are important in your determination as SMART is ultimately responsible for the success of the train and not on the emotional feedback. You and your Team are the professionals and know what is best.

I believe this is really a win-win situation regardless of location. Healdsburg is lucky to have the SMART train coming and should rely on the experts decision on where to locate the depot for today and for the future success of the train.

Emotionally I would like to see the Vine Street location chosen but again, I leave it to the experts that will be held accountable.

Thank you for your time and consideration and I look forward to the Train returning to Healdsburg.

Buzz Korth
[redacted]
Healdsburg, California 95448

Maison Smith
[redacted]
Healdsburg, California 95448

[redacted] cell phone and text number.

Sent from my iPhone
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notify the original sender immediately by telephone or by return e-mail and delete this message along with any attachments.

From:	david lawrence
To:	Board Questions
Subject:	Support for the Vine Street location for the SMART station in Healdsburg
Date:	Monday, September 28, 2026 9:18:44 AM
Attachments:	Letter to Board of Directors, SMART 9.28.26 (1).pdf Letter to Board of Directors, SMART 9.28.26 (1).docx

Please distribute this email and the attached letter to the board members.

September 28, 2026

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

Dear Members of the Board:

I urge you to choose the Vine Street site for SMART's Healdsburg station. It is the right choice for SMART, for the region you serve, and for Healdsburg.

My wife and I bought our place in Geyserville in 2001 and moved there full time in 2003. Last year we moved into Healdsburg.

My ties to the region run deeper still. I led Kaiser Permanente as Chief Executive Officer from 1991 to 2002, and before that headed its Northern California Region. Kaiser Permanente has been part of the cities and towns along the SMART corridor for nearly 70 years. In 1990, our team opened Kaiser's Santa Rosa hospital to serve the 77,000 members we had there at the time. Today that hospital serves more than 170,000 members, one in three residents of Sonoma County. In Marin County the share is even higher: about 45 percent of residents are Kaiser members, served by Kaiser's San Rafael hospital, opened in 1976, and its clinics.

Every decision we made about where to locate a hospital or clinic in the region and across the country required the same balancing act. Our overarching purpose was to serve our patients and members. That meant supporting the physicians, nurses and staff who delivered their care too. We also tried to respect the concerns of local jurisdictions and public officials. We looked for the site that could serve all three and usually found it. But not always. When we couldn't, we turned to our mission to decide: serve our members.

We also built where our members were, not where we hoped they might someday be. Building in anticipation of what might happen in the future was too risky and speculative. It would have been an irresponsible use of funds that we were obligated to use wisely.

SMART now faces the same balancing act in Healdsburg. The needs of the people you serve point clearly to Vine Street. Those include the students, seniors, visitors, and more than 5,000 people who commute into Healdsburg to work, most of them in or near the town center. Vine Street is about 620 feet from the Plaza, a two-minute walk. SMART's analysis found 84 percent more jobs within a quarter-mile walk of Vine Street than of the Depot. The town center is where people work and where people come to shop and visit. Of the two choices, Vine Street is the closer and easier to walk.

The alternative Depot site is just far enough from the center to make people think twice about taking the train. This will be especially true on the 55 days a year when temperatures

top 90 degrees, and during the storms of winter. A commuter, senior, student or disabled rider who has a choice may not want to walk several blocks through neighborhood streets and crossings in hot or rainy weather. They will drive instead.

Then there are riders who use buses and shuttles to get to and from the train. They prefer public transit when connections are reliable and waits are short. Vine Street makes that possible. The Depot does not. Sonoma County Transit has said it would require special arrangements to serve the Depot, if it serves it at all. Riders at the Depot would face longer walks, longer waits and missed connections, and many would choose to drive if they can.

Local officials and some residents support the Depot site, and raise concerns about the Vine Street location that deserve serious, written and funded answers. That makes your decision harder. But your mission provides the answer: serve your riders and the region, and encourage as many people as possible to use your trains instead of their cars.

You have served this mission well. Please don't waver now. Do what is right for SMART, for your riders, for the long-term health of the region you serve, and ultimately for the community of Healdsburg. Locate the SMART station at Vine Street.

Sincerely,

David M. Lawrence, MD

Healdsburg Resident

Chairman and CEO (retired)

Kaiser Foundation Health Plan and Hospitals, Inc

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COMMENTS

SMART BOARD MEETING

SEPTEMBER 16, 2026

David M. Lawrence, MD

I am David Lawrence, a resident of northern Sonoma County since 2003, and Healdsburg since early 2025. Prior to moving to the area, I was CEO and Chairman of Kaiser Foundation Health Plan and Hospitals. Its hard for me to believe that 35 years ago, I helped plan and open the Santa Rosa hospital. My interest in the well-being of the communities north of San Francisco is long-standing.

I strongly support the proposal from Mr. Cumins and the SMART staff to open the discussion of where to locate the SMART platform in Healdsburg. From years of planning hospitals and clinics, it is clear to me that listening to the widest possible range of voices is vital to sound decision-making. So are well-done studies and surveys.

Thank you for moving forward with plans to do just this. Many of us here today will do everything we can to ensure that the widest possible range of public voices are heard to help you make your decision in December.

When you do, I urge you to consider four key factors:

1. **VITALITY and VIABILITY:** The platform has to go where it will most benefit the both the short and longe-term vitality and viability of the city, northern Sonoma County, and the region served by SMART.
2. **ACCESS, AFFORDABILITY, CONVENIENCE FOR THE USERS OF SMART**: The platform must be placed to serve the SMART users. In order of priority: Students are first (our future); then the elderly; then the workforce for all the communities along the SMART line; neighbors all along the SMART corridor who use the system to move from one community to another; and finally, visitors to the area.
3. **SAFETY:** It is critical to locate the platform where all riders, and especially children and the elderly, can reach their destinations safely, and where their presence has the least impact on the safety of others in the city of Healdsburg.
4. **CONGESTION:** The station should be located where there is the greatest likelihood of lowering automobile dependency along the 101 corridor north from the Bay Area, and among commuters into and out of the city of Healdsburg; and can provide the greatest relief from the “choke point” round-about on Healdsburg Ave. near the south connection with highway 101, where cars, pedestrians, and the SMART train come together.

Thank you.

From: Mark Luzaich
To: Board Questions
Subject: Support for Vine Street – Healdsburg SMART Station
Date: Thursday, November 5, 2026 4:53:18 PM

Dear SMART Board Members,

I'm writing to support moving the Healdsburg SMART station from Hudson Street to Vine Street.

Our family has owned businesses in Windsor and Healdsburg for more than 45 years, including the new Duchamp Hotel in downtown Healdsburg. Most of the people who work downtown commute daily from outside the city. The train will only win them over if it drops them close to where they work. Vine Street does that. Hudson Street sits outside the downtown district and leaves riders with an unshaded walk and a crossing at a busy roundabout. That walk is even harder for riders with limited mobility, and it will discourage people from riding the train.

Vine Street is also a better front door for visitors. Riders step off the train next to the Foley Pavilion, just a few steps from the downtown core. As the Pavilion books more cultural events, a station there could take cars off our streets and ease downtown parking congestion.

A Vine Street station would also allow a gentler approach to new housing density in the South District neighborhoods around Hudson Street.

Thank you for your work on this, and for considering Vine Street

Sincerely,
Mark Luzaich
Owner, Duchamp Healdsburg
President, American Tank Co., Inc., Windsor

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From: Maria Martinez
To: Board Questions
Subject: Support for the Vine Street Station Site in Healdsburg
Date: Monday, October 5, 2026 8:45:48 AM

Board of Directors

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

Dear Members of the Board:

I am writing to urge you to place SMART's Healdsburg station at the Vine Street site.

My ties to Healdsburg are twofold. We own a second home in the Mill District, which is closer to the Depot site. We also own a large commercial building on the Plaza, so I see firsthand what brings people downtown and what keeps them away. My interest in the downtown is real, and I want to be open about it. But my support for Vine Street rests on a simpler point: a station should go where it will be used most.

I have spent more than 45 years in technology, including executive positions at Microsoft, Salesforce and Cisco. At Salesforce I led the services and customer success organization. Over that time I learned one lesson again and again: adoption decides whether something succeeds. A well-built service still fails if it is inconvenient to use. Small amounts of friction, like an extra step or a few more minutes, drive a large share of people away. The organizations that succeed design around where their customers actually are and how they actually behave. They do not design around where they hope customers will someday be.

The case for Vine Street rests on that same principle. Vine Street is about 620 feet from the Plaza, roughly a two-minute walk. SMART's own analysis found 84 percent more jobs within a quarter-mile walk of Vine Street than of the Depot. More than 5,000 people commute into Healdsburg to work, most of them in or near the town center. The businesses on and around the Plaza, including our tenants, depend on those workers and on the visitors who come to shop and dine. Bus and shuttle riders need reliable connections, and Sonoma County Transit has said serving the Depot would require special arrangements, if it served it at all. Every extra block, hot afternoon, or missed connection gives a rider a reason to drive instead.

I now serve on several corporate boards, and I know how hard it is to hold to a decision when local voices disagree. The concerns raised about Vine Street deserve serious, written answers. But SMART's mission is to get people out of their cars and onto trains. Your staff and General Manager have reached the same conclusion, and the data supports it.

Please choose Vine Street.

Sincerely,

Maria Martinez
Healdsburg property owner (Plaza and Mill District)

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From:	Ariel Kelley
To:	Board Questions
Subject:	Fwd: Smart Train location
Date:	Monday, November 9, 2026 6:03:38 PM

Ariel U. Kelley
ariel@arielkelley.com

Begin forwarded message:

From: Carol M <[redacted]>
Date: November 9, 2026 at 5:55:21 PM PST
To: ariel@arielkelley.com
Subject: Smart Train location

Dear Council member Kelley,

I write to register my hope that the Smart Train Board will build on the Healdsburg Station at the Vine St/W Plaza/Downtown location for the following reasons:

1-PARKING: - More than adequate parking available using the City Hall lot and potential to resume control of parking currently used by nearby hotels.
2- TREES: The trees will need to be trimmed/replaced along Vine street for safety regardless of SmartTrain location. I will be very sorry to see the existing trees cut/trimmed, but trust there will be a reasonable replacement plan.
The Depot site is barren now and there are no plans to plant trees to provide shade. The housing and business development plans are only plans and hopes. It could take many years to build as the building depends on developers.
3- ACCESS: public bus system to Vine/Downtown exists now. Drawing show adequate parking for for safe drop off and pick up.
Downtown provides an easy and shorter walking distance to existing local businesses building our tax base now.
North Healdsburg is currently building more housing whose residents might use SmartTrain to commute if access is easy.
4- ROUNDABOUT SAFETY: The Downtown site is addressing this

And regardless, I appreciate that Healdsburg pro-actively has submitted necessary paperwork to proper agencies to avoid requiring train whistle blowing

Respectfully,
Carol Murota
She/her
[redacted]
Healdsburg, CA 95448

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From: Carol M
To: Board Questions
Subject: Smart Train Station in Healdsburg
Date: Monday, November 9, 2026 9:25:29 PM

Dear Sonoma Marin Train Board,

Thank you for allowing me to comment on the Healdsburg Smart Train Station location.

I hope the Smart Train Board will build the Healdsburg Station at the Vine St/W Plaza/Downtown location for the following reasons:

1-PARKING: - More than adequate parking available using the City Hall lot and potential to resume control of parking currently used by nearby hotels.

2- TREES: The trees will need to be trimmed/replaced along Vine street for safety regardless of SmartTrain location. I will be very sorry to see the existing trees removed, but trust there will be a reasonable replacement plan.
The Depot site is treeless now. I do not believe there are plans to plant trees which would provide shade and improve the aesthetics.

3- ACCESS: public bus system to Vine/Downtown exists now. Drawing show adequate parking for for safe drop off and pick up.
Downtown provides an easy and shorter walking distance to existing local businesses building our tax base now.
North Healdsburg is currently building more housing whose residents might use SmartTrain to commute if access is easy.

4- ROUNDABOUT SAFETY: The Vine St/W Plaza/Downtown site is addressing this

5- NEIGHBORHOOD - Housing and business development plans are plans and hopes.
I believe choosing the Vine St/W Plaza/Downtown site has immediate benefits.
1- it is easy to walk to existing small, locally owned businesses.
2- there is housing being built in North Healdsburg providing increased ridership.
3-there will be plans for safe, easy rider drop off/pick up for buses and shuttles with the obvious benefit of needing fewer parking spots
I believe choosing the Depot site is trusting the future will come sooner rather than later.
1-It relies on developers building housing [not popular with local residents] and businesses moving in. With both, timing is unpredictable.
2- There is the possibility of losing the garden for additional parking.
3- The lengthy walk to businesses and hotels near the Plaza is discouraging for visitors especially in the warm summer months.
4- There are no plans to plant trees which would soften the currently austere appearance of the site.

In closing, I hope you will approve building our Healdsburg station at the Vine St/W Plaza/Downtown location.
Respectfully,
Carol Murota
She/her
[redacted]

Healdsburg, CA 95448

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From: Tom Nelson
To: Board Questions
Subject: Healdsburg SMART Depot
Date: Monday, November 9, 2026 10:38:41 AM

SMART Train Board

While it is difficult absorb the highly emotional barbs I understand have been leveled at you by what most often is a vocal minority I'd like to add my, hopefully, logical contention that the best location for the Healdsburg SMART depot is on Vine Street.

WHY?

The success or failure of the SMART train will be measured by how many use it. With 84% of the Healdsburg workforce living outside the City, the train could not only make that commute more pleasurable, but it could also take those commuters out of their cars reducing green-house gases and opening up parking for locals.

However, this is only possible if workers feel the train is the best alternative. Getting "to work" doesn't mean being dropped off a quarter mile from downtown where most of the jobs are. If you have ever flown cross-country into SFO, you probably know the discouraging feeling of facing a 90-minute drive home after comfortably enduring a 4–5-hour flight. I fear commuters will feel ***driving*** to their work destination will be more fulfilling than facing a 20-minute walk in possibly inclement weather, heat or cold.

The Vine Street location provides the immediate gratification so ingrained in our culture today.

SAFETY

If in fact visitors and commuters to do choose SMART, there are no safety controls installed at the roundabout. Just envision 20-40 people trying to cross one of the avenue arms of the roundabout as morning or afternoon commuters are streaming into town. I fear it is just a matter of time before someone gets hurt.

The Vine Street depot carries none of the safety concerns the Hudson Street depot creates.

YOUR FIRST IMPRESSIONS

If are a new visitor to Healdsburg, the rail pathway to downtown from the Hudson Street location is at best "unstimulating" and at worst ugly or unsafe. Wending your way through an historic neighborhood as an alternative would be more pleasant...if you knew where you were going! I don't believe the "Gateway to Healdsburg should be a mixed use/industrial area.

The Vine Street location greets visitor with the Foley Family Pavilion and shops/restaurants/tasting rooms that are immediately available.

I believe your decision to build the Healdsburg SMART train depot on Vine Street is not only the best decision, it will be one that generates positive economic and cultural enhancements

for generations to come.

Tom Nelson
V.P. Operations
[redacted]
tom@duchamphotel.com
www.duchamphotel.com



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From: karen Neuburger
To: Board Questions
Subject: Re: Healdsburg SMART Station
Date: Thursday, November 5, 2026 10:50:19 AM

As a residence of Healdsburg since 2009 I'm not as entrenched in old Healdsburg as some. That said I live closer to Hudson Street than to Vine location. Previously I lived in Marin for 30 plus years. I've used SMART several times to go down for lunch and business. It's lovely. I know what appeals to me when I arrive at my location. I also want to eliminate as many cars driving into Healdsburg as possible.

I'm 80 years old but pretty able and mobile after 2 hip surgeries. So I can speak to both types of riders. The distance isn't the only thing that makes for a pleasant destination. Often it's the surroundings. Do I feel I'm in a safe area, a charming area, things to look at, trees, shade and am I in the center of town. Do I want to be there? I would much prefer getting off steps from what is happening in Healdsburg. People always around, the visual of the Foley space and Little Saint, a lovely and quick walk up North Street past shops and restaurants in that one block. Similarly walking up Matheson or over the walking bridges straight up to Healdsburg Ave. past the art sculpture and lovely Hotel Healdsburg. I would feel in the middle of things no matter what time of day. Our small town is charming and has a reputation for food, wine, walkability our Plaza and independent shops. I believe that's where riders should land.

KN Karen Neuburger Studio
[redacted]

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Put Healdsburg's SMART Station Where People Are Going: Vine Street/Downtown

Submitted to the Healdsburg City Council and the SMART Board of Directors · November 11, 2026

Healdsburg gets one SMART station. It is a public investment of roughly $250–269 million, and it will shape how people reach our town for the next century. We should put it where it will be used most, and SMART's own planners have told us where that is, the Vine Street/Downtown location.

Ridership is the reason to build a train.

SMART's trip data shows 84% more jobs and about 12% more trip generation near the downtown site than near Hudson Street. Healdsburg is expected to be a "destination station," with more people arriving each morning than leaving. Those riders are heading to downtown jobs, the Plaza, and the farmers market. Most people won't walk much more than a quarter mile to transit. From Vine Street, many destinations are 0.2–0.3 miles away. From the Depot, it's 0.4–0.5 miles. SMART's general manager described the choice as the difference between "good and great."

Downtown works better for seniors and people with disabilities.

For a resident with limited stamina, a 0.8-mile round trip in summer heat while carrying groceries is not a minor inconvenience. Often it decides whether they ride at all. Seniors ride SMART free, and the agency's stated goal is to let them get around without driving. The site that is closer and more central serves that goal.

Buses can't easily reach the Depot.

Route 60 is the county's busiest transit route and mostly carries workers. It cannot make the 90-degree turns needed to serve Hudson Street. Route 67 would add about six minutes each way to get there. SMART has said it will not run a local shuttle to the Depot. At downtown, SMART would build a two-bus pullout off Vine Street, so riders could transfer between bus and train without impacting traffic flow on Vine Street.

The Depot option would bring heavy traffic and density to a quiet neighborhood.

Homes face the Hudson site directly. Choosing it would bring shuttles, hotel vans, paratransit, and school buses into a single-family neighborhood. Under the state's Transit Oriented Communities rules, it would also put that neighborhood, including the Ward Street community the city wants to preserve, inside a zone with required densities and reduced local control over building height. Downtown is already dense and protected by preservation rules, so it can absorb a station with far less disruption.

The historic depot building wouldn't be reused.

A SMART station is a concrete platform with a canopy. It has no walls and no restroom. Up and down the line, old depot buildings have been preserved but sit largely unused. History is a good reason to honor the old building, but not a good reason to put the platform in the wrong place.

The real tradeoff is some trees now against a century of use.

Tree loss downtown is a real concern. The Depot option is not free of these costs either: the city's existing plan identifies the Farm to Pantry Community Garden as overflow parking if the Hudson lot fills. SMART is studying a side-platform design that could preserve the trees and the path, and CEQA requires replanting wherever trees are removed. Replacement trees will take years to mature, but the station will be there for 100 years. A station in the wrong location will cost ridership for as long as it stands.

Downtown has the parking.

SMART needs about 30 stalls. There are more than 500 spaces within two blocks of West Plaza, and the City Hall lot is underused.

Recommendation

Please recommend the Vine Street/Downtown station.

Paul Page
Enso Village, Healdsburg

From: Paul Page
To: Board Questions; citycouncil@ci.healdsburg.ca.us
Cc: Sarah Clark
Subject: Location of SMART Station in Healdsburg
Date: Thursday, November 12, 2026 12:32:22 AM
Attachments: SMART_Healdsburg_Station_Vine_Street_Letter.pdf

Hello SMART Board of Directors and Healdsburg City Council,

Here are my reasons for recommending the SMART station at the Vine Street/Downtown location: (PDF attached)

Put Healdsburg's SMART Station Where People Are Going: Vine Street/Downtown

Submitted to the Healdsburg City Council and the SMART Board of Directors · November 11, 2026

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SMART needs about 30 stalls. There are more than 500 spaces within two blocks of West Plaza, and the City Hall lot is underused.

Recommendation

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Paul Page
Enso Village, Healdsburg

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Recommendation

Please recommend the Vine Street/Downtown station.

Paul Page
Enso Village, Healdsburg

Raina Allan

From: Laura Parker <[redacted]>
Sent: Sunday, September 20, 2026 12:01 PM
To: City Council
Subject: [EXTERNAL] - SMART downtown!

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

I believe the station location should be downtown!!!!

Why aren't you people listening to the transit experts!? I saw their BOD notes and agenda this past week and I know they have recommended a downtown location in Healdsburg.

From: Ariel Kelley
To: Eddy Cumins; Joanne Parker; Kyreen Jorgensen
Subject: Fw: [EXTERNAL] - Support for SMART
Date: Thursday, October 29, 2026 11:03:39 AM

Please see below.

ARIEL KELLEY | Councilmember

(she/her/hers)
City of Healdsburg, California

401 Grove Street, Healdsburg CA 95448

707-385-1282 cell and text

From: Sarah Pittenger <[redacted]>
Sent: Wednesday, October 28, 2026 11:45 AM
To: Ariel Kelley <akelley@Healdsburg.gov>
Cc: Chris Pittenger <[redacted]>
Subject: [EXTERNAL] - Support for SMART

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

Hello Ariel,

Hope you are doing well!

We wanted to express our viewpoint on the whole SMART train location issue. We've recently become aware of the controversy around the Healdsburg station location, and frankly, we've been surprised by the intensity and sometimes unpleasant tone of the opposition. We appreciate you serving the community and navigating the negativity! Also, thanks for serving on the SMART board - which helps us have a voice.
Because the opposition has been so vocal, we wanted to add another view. We suspect there are many of us here in HBG who are excited about the train, trust the planning process, and may not even realize the station location is under consideration. **We hope the loudest voices aren't mistaken for the majority.** After speaking with several people who oppose Vine Street, we've been struck by **how little of SMART's research enters the conversation**. Their opinions seem to be rooted in emotion, statements like, "They can walk!" and sometimes, lack of support for public transit in general.
We're not transit experts, but we *do* trust the people who study and plan these systems. We voted to fund SMART because we believe in protecting our environment, reducing traffic, and making life more convenient. Above all, we want

the train to be successful and widely used. As you know, **SMART's analysis shows that Vine Street will better support that goal.**

With approximately **25% of SMART riders being under 18**, young people deserve a voice in this decision.

Both our teenagers use SMART, and it's been wonderful for their independence and responsibility. John Henry (16) goes to Marin and San Francisco. We allow Jane (14) to travel as far as Petaluma alone (from Windsor station). We'd feel much more comfortable with her traveling to and from a busy downtown station rather than Hudson Street, particularly after dark (which comes early in winter!). Vine Street offers places where teenagers already gather to safely wait before and after train rides, like Starbucks, Mombo's Pizza, etc. That's a big deal for us parents who know we can't always drop off/pick up right on time and want our kids to be safe.

We want more youth to take the train - and become lifelong transit users.

Also, we've spoken with several downtown Healdsburg employees who commute from as far away as Petaluma. They would love to take the train and find Vine Street much more convenient. Some have told us they simply wouldn't walk from Hudson, particularly those who work north of the Plaza.

We recognize there are legitimate concerns about both locations, and if the full analysis ultimately supports Hudson Street, we'll respect that decision. But we won't support it if it's due to the "angry people."

Our hope is simply that the board makes a thoughtful, evidence-based decision that prioritizes long-term ridership and serves the entire community — **including the people who aren't showing up at meetings, taking the survey, or posting on Nextdoor.**

We invested in this train for generations to come, and we want to see it fulfill its potential.

Thanks for listening!

Best,

Chris and Sarah Pittenger

Healdsburg Residents, Business Owners & SMART Rider Parents

Sarah Pittenger
Co-Owner
www.grosventrecellars.com
cell [redacted] instagram: @grosventrewines

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From: district3
To: Kyreen Jorgensen
Subject: FW: A different point of view from Healdsburg re: the station
Date: Thursday, October 29, 2026 4:05:14 PM
Attachments: image001.png

More:

From: Sarah Pittenger <[redacted]>
Sent: Thursday, October 29, 2026 3:59 PM
To: district3 <district3@sonomacounty.gov>
Subject: Re: A different point of view from Healdsburg re: the station

EXTERNAL

I already have. And I hope the station location is not determined by the survey since many people are uninformed.
Also, I wish there was a third option: go with the location that SMART recommends based on their studies.

Sarah Pittenger
Co-Owner, www.grosventrecellars.com
cell: [redacted] instagram: @grosventrewines

On Thu, Oct 29, 2026 at 3:44 PM district3 <district3@sonomacounty.gov> wrote:

> Hello Sarah,
>
> Thank you for contacting Supervisor Coursey regarding the proposed SMART station location in Healdsburg. He appreciates your insight and taking the time to write and he encourages you to also take SMART's **Survey** if you haven't already. See below for more info.
>
> District 3
> Sonoma County Board of Supervisors
> 575 Administration Dr., Room 100A
> Santa Rosa CA, 95403
> Phone: (707) 565-2241
> Email: District3@sonomacounty.gov
>
> More info from SMART below:

Two locations one important decision

Where should the SMART Healdsburg station be located?

SMART is bringing passenger rail service back to Healdsburg for the first time in nearly 70 years. As planning advances, SMART is seeking public input on an important question: **Where should the Healdsburg SMART station be located?**

A station is a long-term investment, and its location can shape how people use it for decades to come. Proximity to homes, jobs, and destinations, as well as connections to buses, walking, bicycling and the regional road network, can all influence how convenient the train is for residents, workers, and visitors. However, a station can also spur high density housing and mixed-use development increasing use and ridership over time.

The Healdsburg station will serve both the local community and people traveling throughout the SMART system. Whether you live in Healdsburg, or plan to utilize the train to travel to or from Healdsburg for work, school, shopping, dining or recreation, we want to hear from you.

Please take a few minutes to complete the survey using the link below and share your thoughts. Your feedback will help SMART better understand community travel needs and preferences as we evaluate potential station

locations.

We encourage everyone with an interest in the future of rail service in Healdsburg to participate in the survey. Your feedback will help inform this decision by sharing your travel needs and identifying which station location would best serve the Healdsburg community and future SMART riders.

Two locations are being considered

- **Depot/Hudson**
- **Vine/West Plaza/Downtown**

The two locations are approximately 0.45 miles apart, but they have different characteristics related to surrounding land uses, sidewalk access, bus transit and local transportation connections, parking, future development opportunities and proximity to homes, jobs and destinations.

Depot/Hudson Location

- **Proximity to the historic depot, residential areas and destinations in south Healdsburg:** The Depot/Hudson site is adjacent to Healdsburg's historic rail depot and approximately 0.38 miles, or an eight-minute walk, from the Healdsburg Plaza. The location is near established residential neighborhoods, as well as businesses, schools, and visitor destinations in south Healdsburg.
- **Greater flexibility for station facilities:** The site has more land available

immediately surrounding the proposed station, providing greater flexibility for station facilities such as bike lockers and currently has 48 parking spaces.

- **Greater opportunity for high-density housing development:** It is also located near more of the City's undeveloped land that is identified for future high-density housing and mixed-use development.
- **Consistent with existing City planning direction:** The site has been assumed as the SMART station location in previous City planning efforts and is included in the City's Station Area Specific Plan planning area. The City Council identified Depot/Hudson as its preferred location in February 2024 and reaffirmed that preference in September 2026.
- **Fewer existing destinations nearby:** The site is farther from the Plaza and currently has fewer established commercial, employment, dining, and visitor destinations within walking distance.
- **Ridership and growth depend on development build-out:** Future station-area development could increase the number of destinations and activity near the station over time, however, that will depend on future land-use decisions, private investment, infrastructure capacity, and market conditions.
- **Bus connections would require improvements:** Improvements to local and regional bus service connections and other transportation access would be needed to support convenient connections to and from the station.

Vine/West Plaza/Downtown Location

- **Proximity to Healdsburg Plaza and downtown destinations:** The Vine/West Plaza/Downtown site is located on Vine Street between North Street and Matheson Street, adjacent to the West Plaza parking lot and approximately 0.2 miles, or a four-minute walk, from the Healdsburg Plaza.
- **Integration with existing downtown environment:** The station would operate within an active downtown environment where train service would be integrated with existing vehicle, pedestrian, bicycle, bus, parking, and other activity.
- **Potential to serve existing travel activity:** Its location is within the established downtown area where a greater amount of trips beginning or

ending in Healdsburg occur, which the train could alternatively serve, while providing opportunities to connect with existing local and regional bus services.

- **Proximity to jobs, businesses, and services:** The site would place rail service closer to a greater concentration of existing jobs, businesses, schools, services, and daily activity in downtown Healdsburg.
- **More limited space for station facilities and parking:** With more limited space for station facilities and parking, the station design would require changes to portions of the West Plaza parking area and other existing public spaces, including removal of some trees to accommodate station operations and the multiuse pathway.
- **Less flexibility for future station-area development:** The amount of undeveloped land near the site is limited, which may constrain opportunities for larger-scale station-area development, although redevelopment, infill, and other forms of development could occur over time

We encourage everyone with an interest in the future of rail service in Healdsburg to complete the survey and share their feedback. Your input will help SMART better understand community travel needs and evaluate potential station locations that best serve residents, workers, visitors, and future riders. Please take the survey by **Monday, November 30, 2026, at midnight**.

Take the survey | **Complete la encuesta**

From: Sarah Pittenger <[redacted]>
Sent: Thursday, October 29, 2026 2:39 PM
To: district3 <district3@sonomacounty.gov>
Subject: A different point of view from Healdsburg re: the station

EXTERNAL

Hello,

As Healdsburg residents, we're writing due to your position on the SMART board. Thank you for your service!

The Healdsburg station location has become quite the controversy, and frankly, we've been surprised by the intensity and sometimes unpleasant tone of the opposition. We appreciate you serving the community and navigating the negativity!

Because the opposition has been so vocal, we wanted to add another view.
We suspect many of us here in HBG are excited about the train, trust the planning process, and may not even realize the station location is under consideration.

We hope the loudest voices aren't mistaken for the majority. After speaking with several people who oppose Vine Street, we've been struck by **how little of SMART's research enters the conversation**. Their opinions seem to be rooted in emotion, statements like, "They can walk!" conspiracy theories like, "Follow the money!" and sometimes, a lack of support for public transit in general ("A waste of money!").

We're not transit experts, but we *do* trust the people who study and plan these systems. We voted to fund SMART because we believe in protecting our environment, reducing traffic, and making life more convenient. Above all, we want the train to be successful and widely used. As you know, **SMART's analysis shows that Vine Street will better support that goal.**

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Both our teenagers use SMART, and it's been wonderful for their independence and responsibility. John Henry (16) goes to Marin and San Francisco. We allow Jane (14) to travel as far as Petaluma alone (from Windsor station). We'd feel much more comfortable with her traveling to and from a busy downtown station rather than Hudson Street, particularly after dark (which comes early in winter!). Vine Street offers places where teenagers already gather to safely wait before and after train rides, like Starbucks, Mombo's Pizza, etc. That's a big deal for us parents who know we can't always drop off/pick up right on time and want our kids to be safe.

We understand that the Hudson location is supposed to be developed in the future - but if it's developed with tasting rooms, spas, or other businesses not open to teens and other members of the public, this doesn't serve the same purpose.
We want more youth to take the train - and become lifelong transit users.

Also, we've spoken with several downtown Healdsburg employees who commute from as far away as Petaluma. They would love to take the train and find Vine Street much more convenient. Some have told us they simply wouldn't walk from Hudson, particularly those who work north of the Plaza.

We recognize there are legitimate concerns about both locations, and if the full

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From: debbie potmesil
To: Board Questions
Subject: HBG depot
Date: Wednesday, October 14, 2026 8:15:22 AM

I am in support of the Vine st location. A downtown location will benefit all riders…close for residents who live downtown and a quick walk for visitors to restaurants, the movie theater and farmers market.
It just makes sense!!!
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From: me2greek@comcast.net
To: Kyreen Jorgensen
Subject: Healdsburg Station Location
Date: Monday, November 9, 2026 4:36:43 PM

Dear Smart Board Members,

My name is Rachel Rodrigues, and I am a resident of Cloverdale.

I am writing to you today to share my preference for the Vine Street station location in Healdsburg.

My family connection to Healdsburg dates back to 1948 when my Grandparents, my Great Uncle and my Great Grandmother arrived there.

Both my Grandfather and my Great Uncle worked for the Northern Pacific Railroad. In fact, my Great Uncle purchased his house on Hudson Street because it was across from the depot.

My and my siblings' summers were spent walking from our Grandparents house around town, to Memorial Beach and also to visit with my Great Uncle and Great Grandmother on Hudson Street.

The walk from Hudson to the Plaza downtown was not a direct route, and it remains so today. I cannot see how persons riding the train north will have an easy time traversing the streets and sidewalks in that vicinity, should they opt for using them vs the proposed path.

If they choose the path, they will then need to navigate the traffic circle to get to a downtown designation. If people dislike the traffic circle now, wait until you have multiple pedestrians wanting to cross at the various entry points throughout the day.

There is much nostalgia surrounding the old depot, but it is not the correct location for a station in 2026.

I have ridden the train many times now and I look forward to eventually having it serve the community of Cloverdale.

Many in my friend circle express excitement at one day being able to take the train south to enjoy a day of dining and shopping in Healdsburg and the other communities SMART

serves.

My biggest concern is that should you choose the Hudson street location, requiring even more environmental review, the train will extend no further than Healdsburg, leaving Cloverdale hoping for, but not receiving a station of their own

Sincerely,
Rachel A Rodrigues

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From: Kyreen Jorgensen
To: Board Questions
Subject: FW: Where should the SMART Healdsburg station be located?
Date: Monday, October 5, 2026 2:47:01 PM

From: Mark Schatz [redacted]>
Sent: Thursday, October 1, 2026 5:26 PM
To: SMART Information <Info@sonomamarintrain.org>
Subject: Re: Where should the SMART Healdsburg station be located?

i just filled out the whole survey, and then it said that you had modified it and i had to do it all again! i don't want to do it all again until it's working. can you please reissue it once it works correctly.

i'm 100% in favor of the downtown healdsburg station location. it will better serve local visitors, tourists, and residents who live in the north and central part of town. the other station only works for those in the southern part.

thanks, mark schatz

a regular smart commuter from hamilton to larkspur ferry

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From: Ty Schuiling
To: Board Questions
Subject: Comments on SMART station location in Healdsburg
Date: Tuesday, October 13, 2026 9:59:09 PM

Dear Members of the SMART Board of Directors:

Thank you for your service and your efforts to make thoughtful, informed decisions on issues such as locations of the SMART stations within the communities it serves and will serve. The issues associated with selection of the optimal station location in Healdsburg are many and complex, but in the interest of brevity I'd like to offer respectful disagreement with many of the points contained in the comments of another Healdsburg resident, Ms. Myrtle Rochioli. I highlight some of those disagreements below.

1) "The station functioned efficiently…in the 20th century." Passenger service was discontinued in 1958. Much (most?) of the depot's function was agricultural shipment.

2) "Destination city…needs of those arriving more important than those departing." Basic travel demand and mode choice modeling makes it clear that more folks will be coming to visit or work in Healdsburg than will be traveling from Healdsburg to visit or work elsewhere. The math is actually very simple: there are literally millions of people in the greater Bay Area, a small percentage of whom may desire to visit Healdsburg. There are ~12,000 in Healdsburg and several thousand more in surrounding areas - say 20,000 total, a small percentage of whom may choose to visit or work in other locations served by SMART. That isn't a statement on the relative importance of people - it reflects SMART's need to serve its clientele.

3) Station location is a factor that will determine the size of that clientele. "The walk to the Plaza is a short pleasant one" is true if you're not lugging an overnight bag, walking in inclement weather, or dressed in other than walking clothes. And the need to catch a shuttle, call an Uber, or lug your bag once here will clearly be factored into peoples' choice to ride or drive. Time and cost are powerful determinants, and the station location impacts both.

4) Visitors to Healdsburg are "not familiar with the layout…" Very true, and it's not at all apparent where downtown is to the visitor offloaded at the depot. All the vehicular routes from depot to downtown pass through established neighborhoods. They can be avoided by choosing to walk the bike trail, but that is far from scenic and suffers from issues listed above.

5) Many towns across the United States have fallen victim to the idea of having multiple town centers or focusing development away from their town center instead of reinforcing their town center. Healdsburg's town center - its Plaza, fine restaurants, its hotels, galleries, tasting rooms, theaters - is a key attraction and should be reinforced, not diluted through creation of a competing attraction.

6) Traffic and parking. Maximizing ridership on SMART is a means to mitigate both; more people choosing the train will reduce both parking demand and cars driven by visitors.

7) Finally, the notion that the potential sacrifice of black walnut trees along Vine should be a determining factor apparently resonates with some. If it were a grove of century-old redwoods, I'd probably agree. But they're black walnuts - hardly a basis for making a decision so critical to both Healdsburg and SMART.

To this Healdsburg resident, all these factors are generally supportive of a Vine Street station over the historic depot. I strongly support depot preservation as an important part of Healdsburg's history and perhaps as a satellite to Healdsburg's existing museum. However, I believe good transportation, community, and fiscal planning point toward Vine Street.

Thank you again for your consideration of these and the many other important factors,
Ty Schuiling, Healdsburg

Sent from my iPad

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From: Bryna Siegel
To: Board Questions
Subject: A Healdsburg "s resident"s support for the SMART train stop Downtown/ Vine st.
Date: Friday, November 6, 2026 11:54:07 AM

I found this summary completely congruent with my own view, though personally, I live in the Mill District, closer to the Hudson St. location:

1. People on foot are essential to a thriving downtown

2. Most riders will be coming TO Healdsburg

3. The Depot is much less walkable than a Downtown station

Thus is not an appealing walk after dark, especially for a woman alone or with children, or a person carrying parcels.

I personally hop to use the train to commute Healdsburg/ Larkspur/ SF.

Bryna Siegel, PhD
Executive Director, Autism Center of Northern California
870 Market Street, Suite 401
San Francisco, California 94102
Professor, Psychiatry, University of California, San Francisco (Ret.)
bryna.siegel@acnc.org
www.acnc.org
ACNC is a 501(c)3 non-profit for the benefit of families living with autism

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From: Ariel Kelley
To: Joanne Parker; Eddy Cumins; Kyreen Jorgensen
Subject: Fwd: Healdsburg SMART Station Location Alternatives
Date: Tuesday, November 3, 2026 1:30:44 PM

On Nov 3, 2026, at 10:13 AM, John Thomas <[redacted]> wrote:

Hi,
I'd like to share my thoughts on the two SMART stations, especially urban design issues that I believe are foundational to the decision-making process. Much more can be said, but I believe the framing of this issue needs to be adjusted.

Before getting into the details, one of my initial concerns is how hard it can be to get people to choose transportation alternatives such as SMART. The land use patterns/architectural character and the transit/pedestrian experience must be of a high quality, reflecting a well-considered urban design approach.

Jeff Speck's books *Walkable City* and *Walkable City Rules* go into great detail regarding the many considerations that encourage walking, rolling, biking and taking transit. Walkability involves much more than measuring walking distances to Healdsburg Plaza, which seems to be the discussion focus when comparing the two Healdsburg station options. Fortunately, Healdsburg's Downtown District is an excellent model of small-town walkability that a well-positioned SMART station can seamlessly integrate with and enhance.

Are the two proposed train station locations in the Downtown District?

The first consideration is whether the two train station locations are actually in the Downtown District, which arguably should be considered the point of reference for distances to/from the stations, not Healdsburg Plaza. There isn't any argument that the Downtown/Vine location is in Downtown, on its western boundary. When train riders arrive at the platform, *they are already at their destination*. The nearby Foley Community Pavilion has dramatically changed the character of this portion of the downtown, establishing a landmark node across from City Hall.

The Hudson station location is approximately .3 miles south of Mill Street, arguably the Downtown's southern boundary. The most direct access to Mill St. is by way of the multi-use pathway aligned with the train tracks.

How do the experiences of arrival at the two station locations compare?

<u>Downtown District Train Station</u>
Upon arrival at the Downtown station, riders' first impressions of Healdsburg are shaped by the iconic Foley Community Pavilion, one of Healdsburg's special community gathering spaces.
Applying Jeff Speck's "theory of walkability", the walking experience in Downtown Healdsburg within a convenient distance of the Downtown Station is outstanding.

- Comfort: continuous tree canopy, continuous human-scaled building frontages

- Safety: Continuous sidewalks separated from traffic by parallel/diagonal parking; regulated intersections with pedestrian crossings
- Useful: mixed-use at a fine urban grain
- Interesting: outstanding example of a historic downtown commercial district in a small city

Hudson Train Station
Upon arrival at the Hudson Station, the rider's first impression is of an industrial/mixed-use area.

Applying Speck's "theory of walkability", the walking experience from the train station to the Downtown District at the corner of Mill St./Healdsburg Ave. is deficient.

- Comfort: No continuous tree canopy; adjacent buildings to the north do not present a continuous human-scale frontage. Time required for persons to get to the Downtown District from train station: 5 minutes for able bodied persons; for persons with disabilities: 8-20 minutes, depending on their specific gait.
- Safety: 10-foot asphalt pathway shared with bicycles; crossing Mill St. at the unregulated roundabout requires judging when it's safe to cross traffic gaps
- Useful: Limited mixed-use is currently located in the vicinity of the train station
- Interesting: lacking in aesthetic qualities that engage one's interest at the walker's pace

Overlay of Transit-Oriented Design on Existing South District Neighborhoods

Finally, the concerns raised by some SMART Train board members regarding the impacts of the TOD density requirements on existing neighborhood character are legitimate. The notion that the significant jump in building bulk and height can be solved with "building transitions" is easier said than done. In addition, significant density increases could also result in land speculation.

If the Downtown District Station is chosen, a more moderate approach to density increases could be employed in the South District. "House-form" multi-unit building types instead of "block-form" multi-unit building types would be consistent with the character of the existing residential areas, transitioning to "block form" building types in neighborhood commercial zones. Opticos's "missing middle" vocabulary could calibrate the appropriate transects and transitions for Healdsburg.

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From: Ariel Kelley
To: Board Questions
Subject: Fwd: [EXTERNAL] - SMART Train location
Date: Wednesday, November 11, 2026 4:47:28 PM

From: Vakil Kuner <[redacted]>
Date: November 11, 2026 at 1:44:11 PM PST
To: City Council <CityCouncil@healdsburg.gov>, [redacted]
Subject: [EXTERNAL] - SMART Train location

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I am a resident at ENSO Village and have filled out the SMART Survey as well as a survey circulated by the Farmers Market.

In the early part of my career I was a city planner. I did not work as a town or county planner -- I was a consultant specializing in the location of subway and train stations. One of my clients was Caltrans who wanted assistance with the exact location of BART stations in the SF Bay Area. The stops had been generally identified but not the particular locations. Location impacts were space for parking, traffic, and the reduction of auto traffic on the highways due to drivers using BART. This type of planning is exactly what SMART planners are doing.

Wearing my professional hat SMART is correct in their view that Vine Street is preferable to Hudson. Healdsburg is primarily a destination focused on the Square and the venues around it -- it is not a commuter station There is a vast difference in a station that is a few walking minutes from downtown than 10 minutes from downtown.

Cordially,

Vakil Kuner, AB, MCP

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From: Kyreen Jorgensen
To: Board Questions
Subject: FW: REVISED - Where should the SMART Healdsburg station be located?
Date: Monday, October 5, 2026 2:46:28 PM

From: villagemgt[redacted] <v[redacted]>
Sent: Thursday, October 1, 2026 7:59 PM
To: SMART Information <Info@sonomamarintrain.org>
Subject: Re: REVISED - Where should the SMART Healdsburg station be located?

If it needs to be in a more remote location, just offer a shuttle like Larkspur.

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From: Katie Wilhelm Vaught
To: Board Questions
Subject: Healdsburg train location
Date: Friday, September 18, 2026 4:02:44 PM

I've just read in the Marin IJ about SMART's idea to re-locate its station downtown.

I wholeheartedly agree with that idea and hope the Board will approve it.

To get off the train and walk to wherever I'd like in town would be terrific. 2028 can't get here soon enough!

Sincerely,

Katie Wilhelm
Cloverdale, CA

Sent from my iPhone
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From: Kyreen Jorgensen
To: Board Questions
Subject: FW: On Track Newsletter | Geyserville station | Back-to-School | Route40X | APTA Tech | Transit Month
Date: Monday, October 5, 2026 2:47:41 PM

From: Eric Ziedrich <[redacted]>
Sent: Wednesday, September 30, 2026 7:13 AM
To: SMART Information <Info@sonomamarintrain.org>
Subject: Re: On Track Newsletter | Geyserville station | Back-to-School | Route40X | APTA Tech | Transit Month

Why isn't the Healdsburg's Station debacle (That YOU caused) reported in here???

Sent from my iPhone

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Board of Directors Meeting:
November 18, 2026 – Public Comments
NEUTRAL

Date	Name	7. Healdsburg Station Location Outreach Update
October 5, 2026	Dan Bell	Unhappy that the survey did not include more design specifics. Questions about where the track will be single vs. double and how much area will be used at each station location.
	Paul Bialla	A member of the Healdsburg Community Action Committee attended the 09/16/2026 board meeting. Stated that none of the questions or comments addressed the difference in infrastructure requirements for each location and who would be responsible for funding.
October 28, 2026	Carolyn Brenner	Would like to know the exact spot that people will disembark on the new platform if it is located at the depot location. Believes that the information about distance from each station location is not correct. Wants to be able to measure in person. Would like Eddy to meet at the Hudson Street platform to walk down to the plaza.
October 23, 2026	Janet Ciel	Provided a summary of an independent survey of farmers' market patrons in Healdsburg. Wanted to determine how many people that attend are local or tourists. Asked about the information by Councilman Ron Edwards and Council Candidate Scott Pratt.
September 21, 2026	Tony Crabb	Believes that the downtown location would be the best. Suggested installing sidings to house maintenance facilities and trains.
October 3, 2026	Carolyn Crum	Believes that there is a lot of uninformed debate happening regarding the station. Suggests a place to have easy access to diagrams, maps, construction specs and concise bullet points. Suggested hiring a third-party mediator to run the meetings. Asked questions clarifying funding, parking, and ridership.
September 28, 2026	Kevin Deas	Adjacent property owner reached out to speak with Eddy concerning their future plans for possible developments near the alignment.
September 17, 2026	Scott Duvien	Provided comment to the City of Healdsburg after the SMART board of directors meeting on 09/21/2026.
September 23, 2026	Mark McMullen	Public comment to COC about Healdsburg station location. Depot location has been there for over 150 years, and the city has been strategically planning to build around it. Vine Street also deals with sometimes severe flooding which

		would directly affect the downtown location. Wants to ensure that the decision is best for the city and its future and not just ridership. Included flood maps and information on previous flooding.
September 21, 2026	Mark McMullen	Public comment for SMART Board of Directors meeting. Member of the Healdsburg 2040 Parks & Connectivity Work Group. Provided comment and feedback to the presentation from planning about ridership, Healdsburg station locations, and the outreach efforts.
September 19, 2026	Jonathan Pearlman	Weighs the pros and cons of both station locations. Previously, he was in support of the depot location but is now open to the Vine Street location. Requests information about whether single and double track will be used at Vine Street, parking and pick up and drop off locations, encroachment on the Foss Creek pathway and the width of the right of way.
October 21, 2026	Corey Rawdon	Request from CUBE Foundation for the Arts and Culture regarding the maintenance, renovation, and use of the depot buildings.
October 18, 2026	Hank Skewis	Would like to know the proposed footprint of the Vine Street station as well as any impacts on the trees in the rea, parking and pathway use.
September 30, 2026	Eric Ziedrich	Asking why the Healdsburg Station discussion is not mentioned in the newsletter.

From: Zoe Unruh
To: Kyreen Jorgensen; Bill Gamlen; Joanne Parker; Julia Gonzalez; Eddy Cumins
Subject: Fw: Healdsburg Station Options
Date: Monday, October 5, 2026 4:40:52 PM

Zoe Unruh (She/Her)
Planning Manager
Sonoma-Marin Area Rail Transit District
5401 Old Redwood Highway, Suite 200
Petaluma, CA 94954
Office: 707-285-8178
Mobile: 323-868-4216
www.sonomamarintrain.org

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From: Dan Bell <[redacted]>
Sent: Monday, 05 October 2026 14:57:09
To: Zoe Unruh <zunruh@sonomamarintrain.org>
Subject: Healdsburg Station Options

Ms. Unruh: I took the Healdsburg Station Survey today, but was disappointed SMART did not provide more extensive exhibits to accompany the survey to more fully explain the design options to the public. More specifically, a better understanding of the extent of where double tracking vs. single tracking will occur with each of the two options. Question: 1) If the Depot/Hudson Platform site is chosen, will there be single tracking north of the roundabout and through the Vine Street vicinity? 2) If the Vine Street/Downtown Platform site is chosen, will there be single tracking south of the roundabout through the Depot/Hudson vicinity? This is important for the public to understand how much "real estate" each of these two options will require. Dan Bell - 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.

To the Healdsburg City Council:

I am a member of the Healdsburg Community Action Committee regarding the plans for the new Healdsburg SMART station, and have reviewed the September 16th SMART Board meeting. The major discussion topic at that meeting was SMART's intention to present their plan for a community outreach effort to reconsider the SMART station location to either Vine Street or the current Harmon Street location.

While many comments ensued, favoring one or the other of the two alternatives, none addressed the issue of the differences in infrastructure requirements between them and who would be responsible for its funding. I strongly believe this to be a consideration in the selection process and cost estimates presented before any decision is made.

Paul Bialla
[redacted]

From: [redacted]
To: Eddy Cumins
Subject: Re: Disembarking at Hudson Old Depot
Date: Wednesday, October 28, 2026 9:02:32 PM

Thank you for the diagram!

Is it possible for us to meet at the Hudson platform site and walk to the plaza down the Foss Creek/Great Redwood trail? Will you be in Healdsburg soon?

Warmly,
Carolyn

> On Oct 27, 2026, at 3:03 PM, Eddy Cumins <ecumins@sonomamarintrain.org> wrote:
>
> Carolyn,
> I re-forwarded the email I sent last Friday with the requested information. Please let me know if you received it.
>
> Thanks!
> Eddy
>
> -----Original Message-----
> From: Carolyn Brenner <[redacted]>
> Sent: Tuesday, October 27, 2026 2:56 PM
> To: Eddy Cumins <ecumins@sonomamarintrain.org>
> Subject: Re: Disembarking at Hudson Old Depot
>
> Dear Mr. Cumins,
>
> Can you please let me know the answer to the question below? The distance is the most important piece of data and the distance being shared is erroneously skewing the opinion of tourists from out of town.
>
> Thank you!
> Carolyn
>
>> On Oct 23, 2026, at 9:56 AM, Carolyn Brenner <carolynbrenner@yahoo.com> wrote:
>>
>> Dear Mr. Cumins,
>>
>> Where exactly will people disembark from the platform at Old Depot? I want to find the exact spot because I want to remeasure the distance so it is accurate. The people filling out their surveys and the SMART board needs this pivotal information to be accurate. I believe the distance quoted (0.38 miles) to the Plaza is farther than it actually is.
>>
>> If I start at the depot buildings, how many feet toward the roundabout should I walk before I start measuring?
>>
>> Thank you,
>> Carolyn
>
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From: Ariel Kelley
To: Kyreen Jorgensen
Subject: Fw: [EXTERNAL] - farmers market survey
Date: Friday, October 23, 2026 5:49:20 PM
Attachments: SURVEY DETAILS.xlsx

ARIEL KELLEY | Councilmember

(she/her/hers)
City of Healdsburg, California

401 Grove Street, Healdsburg CA 95448

707-385-1282 cell and text

From: Janet Ciel <manager@healdsburgfarmersmarket.org>
Sent: Friday, October 23, 2026 9:46 AM
To: district3@sonomacounty.gov <district3@sonomacounty.gov>; mary.sackett@marincounty.gov <mary.sackett@marincounty.gov>; Jcaderthompson@cityofpetaluma.org <Jcaderthompson@cityofpetaluma.org>; Kate.Colin@CityOfSanRafael.org <Kate.Colin@CityOfSanRafael.org>; vfleming@srcity.org <vfleming@srcity.org>; patty.garbarino@marinsanitary.com <patty.garbarino@marinsanitary.com>; Ariel Kelley <akelley@Healdsburg.gov>; eric.lucan@marincounty.gov <eric.lucan@marincounty.gov>; kjacobs@novato.gov <kjacobs@novato.gov>; Chris Herrod <JHerrod@Healdsburg.gov>
Subject: [EXTERNAL] - farmers market survey

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Hello SMART Board!
On October 10th and 17th we conducted a small survey at the farmers market. I was approached by Councilman Ron Edwards and Council Candidate Scott Pratt. They were curious about the amount of tourists the market gets, or people living nearby, vs locals.I was curious about this too. They wanted to know if the tourists would take the train, and if the station location would affect their decision to do so. I was simply interested in the tourist-to-local ratio, so agreed to do the survey.
I'm not sure if this was previously sent to you. I sent it to Chris Herrod, and he told me there have been a few surveys which are 'unofficial,' and seem to be generated via Ron and Scott, so this may be one of them.
My goal was to know the amount of visitors, and to establish how they're finding us. Ron and Scott wanted to know the train station data. The market board doesn't want to be involved at all in the station decision, and though I've personally previously expressed how good it would be to have the train adjacent to us, I will say the amount of controversy causes me at this point to simply say...'whatever! where ever!' It seems like a thorough assessment of both locations: cost, tree removal, housing grants, etc is necessary, and could take awhile...I do not envy your jobs!!
Here is the survey summary, and I am attached details which don't show up in this. I hope

it is helpful.
SUMMARY OF HEALDSBURG FARMERS MARKET DEMOGRAPHIC/SMART SURVEY

--
Janet Ciel, Market Manager
P.O. Box 2198
Healdsburg, CA 95448
707 824-8717 (office land line) / [redacted] (cell)
manager@healdsburgfarmersmarket.or
www.healdsburgfarmersmarket.org

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'NEARBY' TOWNS

Forestville
Windsor
Windsor
Windsor
North end
Santa Rosa
Cazadero
Calistoga
San fran
San Francisco
Geyserville
Santa Rosa
Geyserville
Geyserville
Sf
Oregon
North side
West dry creek
Santa Rosa
Santa Rosa
Sebastopol
Guerneville
San Jose, CA
N/A
Burlingame
Santa Rosa
Santa Rosa
Petaluma
Geyserville
Windsor
Santa Rosa
Cloverdale
Larkfield/Wikiup
N/A
Santa Rosa
We split our time between Healdsburg and San Francisco

OUT OF TOWNERS

Las Vegas
Windsor
N/a
Berkeley and Healdsburg
Sioux Falls, SD
Reno texas
Colorado
New York
New York

Austin, Tx
Not from somewhere else
Virginia
Sf
Los Angeles
Ashland oregon
Florida
Delaware
Arcata
San Jose
Michigan
Staunton, Virginia
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Dallas, Texas
Forth worth
San Jose, CA
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Clovis, CA
St Petersburg , FL
Hillsborough, CA
Texas
Union City
San diego
Monterey CA
MONTEREY, CA
Laguna Beach
Minnesota
Gainsborough Lincolnshire UK
Colorado

COMMENTS

Feel very strongly that vine st is the right location. Hudson would be a HUGE mistake, in my opinion as a local.
Thank you!
Thank you

I don't wanna train coming into the farmers market area and stopping. I feel like it would be a big crowd arriving. I also like walking through town and the Hudson station is truly not that far away. I think the 1/2 mile estimate is not really correct from what I've seen. I like hitting quail and Condor

I want to make sure that we're getting robust input on this question from the people who would benefit from using the train to get here for work or who live here and need ti get to work in another town on the line.
Too congested at farmers mkt
Depends on local traffic though
Not enough parking at the vine st location, Healdsburg parking already impacted
Vine
It's already there and it's not far
Na
No train downtown

If train us at the southern location, Serbs the turn will need to run/last for a team to get folks into center if turn.. if they have to walk back and forth, they will definitely buy less.. esp perishable grocery they have to haul
Great market!!
Too congested at vine. Already a depot. Brings people to that part of town.
More convenient
We have an historical site with existing infrastructure so use it ❗
More coffe
Love this Market!
Lovely time here!
Wherever the station is, it should feel connected to downtown. No major intersections or weird empty neighborhoods or parking lots to cross. Walkways should be attractive, safe, broad, well lit, and usher people directly to locations.
Brian Sullivan. Dry Creek Peach
Very excited about the train!
Tearing up/ using Grove/Vine Street would cause massive issues for traffic clogging the flow through an already impacted area.
Near square for walking visitors
Love the community feel of Healdsburg

Absolutely keep the original depot for the Smart Train. Use Hudson Street. Vine Street would be a local disaster.
From UK so don't have views on the trainline

HOW DID YOU HEAR ABOUT THE MARKET: TOURIST

By walking around
N /a
Friends
Chat got
ChatGPT
Wedding
found it walking around
walking around
Not a visitor
Walking food tour
Friends
I used to live in Healdsburg
From someone at the restaurant where I ate breakfast
My husband heard about it
Walked into it
Walking by
Social media
A friend
Chat gpt is
Friend
The wedding website
Just walking
Staying the weekend with friends that live in Petaluma
Family.
N/A
Walked in
Banners downtown
Internet
Searched online
Friend
Google
From a friend who just purchased a vacation home in town
Visiting my sister who lives here
Husband read about it
I looked up farmers markets
Family
Family
Walking by
We wondered into it!
Through staying with a local friend
Social media

HOW DID YOU HEAR ABOUT THE MARKET: LOCAL

Email/local news
Instagram
Local press word of mouth
Newspaper, patch, neighbors, email, signs
Work

Email
Been here
Healdsburg Tribune, emails
Regular
Been coming all my life
Facebook
From other locals
farmers market newsletter
Tribune
I'm a vendor
Newspaper
No
Emails; talking with Janet; neighbors; local media; talk with Shaley
Banners on light posts
Word of mouth
Newsletter
Word if mouth
Word of mouth….don't do social media!
Driving by
Walk by
Coffee page
Neighbors patch
A friend who has her own stand here
Facebook
Don't know
TheBurg411
Vendors or posters
Just saw it was going on
Google
Word of mouth, Simone's newsletter
Email
Social media
Facebook
Radio
Through the bake-off
Always knew about it over the years.
Facebook

I've been shopping since 1979.
Web
Healdsburg patch and Healdsburg city calendar

N/A

Social media

From: Ariel Kelley
To: Joanne Parker; Kyreen Jorgensen
Subject: Fwd: Fw: [EXTERNAL] - SMART train station location in Healdsburg
Date: Wednesday, September 23, 2026 10:47:43 AM

Wasnt sure if this came through to you or not. Please share with SMART board.

From: Ariel Kelley
Sent: Tuesday, September 22, 2026 4:54 PM
To: Joanne Parker; Kyreen.Jorgensen@sonoma-county.org
Subject: Fw: [EXTERNAL] - SMART train station location in Healdsburg

ARIEL KELLEY | Councilmember

(she/her/hers)
City of Healdsburg, California

401 Grove Street, Healdsburg CA 95448

707-385-1282 cell and text

From: Tony Crabb <[redacted]>
Sent: Monday, September 21, 2026 5:10 PM
To: City Council <CityCouncil@Healdsburg.gov>
Cc: REdwards@aHealdsburg.gov <REdwards@aHealdsburg.gov>; David Hagele <dhagele@Healdsburg.gov>; Ariel Kelley <akelley@Healdsburg.gov>; Evelyn Mitchell <emitchell@Healdsburg.gov>; Chris Herrod <JHerrod@Healdsburg.gov>
Subject: [EXTERNAL] - SMART train station location in Healdsburg

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Dear City manager and Council Members,

I read with interest a recent article in the PD that SMART was investigating an alternative location for the SMART Station in Healdsburg.

I understand that SMART has a significant interest in the location of the new station and is leaning towards recommending a downtown location rather than the old mill location.

Although it would seem to be a relatively small change there will be significant community interest in this. My personal feeling is that a downtown location would be the best overall location on the assumption that a major percentage of the traffic would be visitors coming into town and a downtown location would facilitate easier access to hotels, restaurants and shops.

The old depot location would be a great location for multiple sidings to house maintenance facilities and addition trains that would make adding capacity for destinations north such as Geyserville and Cloverdale easier. Plus, it has a turntable if needed.

Please consider a downtown location as a potential alternative that has much merit.

Yours Truly, Tony Crabb

Tony Crabb
Puma Springs Vineyards
Healdsburg, CA 95448
[redacted]
H [redacted]
M [redacted]





www.pumasprings.com


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From:	Carolyn Crum
To:	Board Questions; Ariel Kelley; Ronald Edwards; Chris Herrod; Evelyn Mitchell; David Hagele; Planningcommission@healdsburg.gov
Subject:	Healdsburg Station Debate
Date:	Saturday, October 3, 2026 1:05:14 PM
Attachments:	Screenshot 2026-10-03 at 11.41.37 AM.png

Hello,

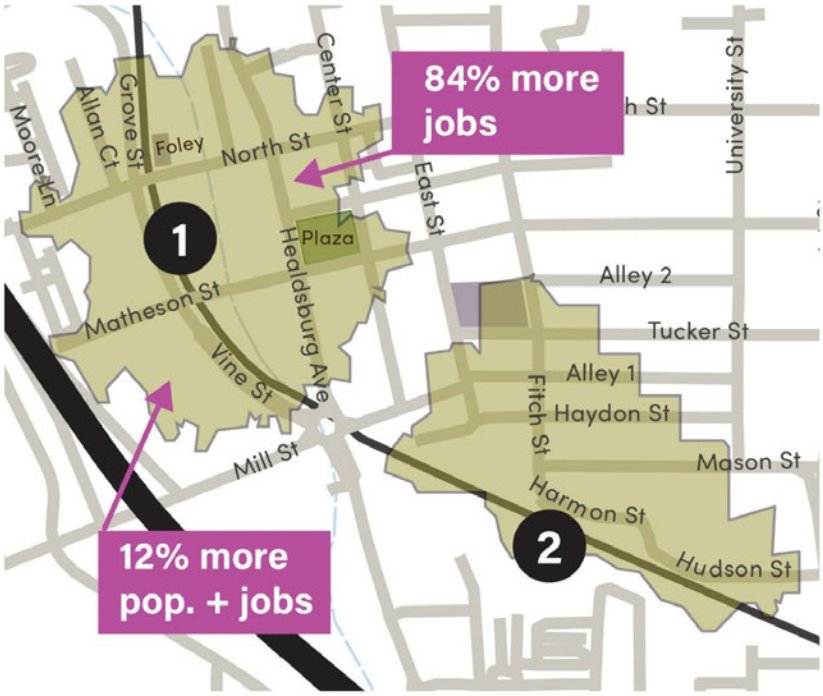
Good for Ron Edwards setting up a table at the Farmer's Market! Wish I would have seen that today. Posters with QR codes should be posted around town.

There is so much uninformed debate happening. Maybe I missed it but it would be helpful to have a place to easily access diagrams/maps/construction specs with clear concise bullet points/links (verify they work first). Powerpoints on the SMART website should be simplified before being shared. No one on Nextdoor is talking about how parking issues will be relieved by incoming ridership.

Consider hiring a third party mediator to run the meeting. The last thing I want to do is attend a city council meeting with a bunch of uniformed residents giving their opinions that goes on for hours. People should verify they have read a short informative packet, be seated up front and then permitted to speak for a limited time. Arrange a presentation a week ahead of time, and those that attend that can speak first.

A few questions:

- Where do Healdsburg's out of town workforce park and what parking lots allow all day parking.
- How much of the workforce use public parking and how much private parking is there
- Detailed maps showing this would be helpful.
- How many attendees at the farmers market would use the train at either location
- Would SMART help improve the former farmer's market parking lot to increase parking spots
- Where are the trees people are concerned about, is there an arborist report on their current condition/life span.
- I saw a mention of the turnstile, is anything being done or is it needed.
- How has SMART's funding gains and ridership growth changed the choice between the two sites. This seems like an unsupported reach that undermines SMART's position.
- City Council members should be completely informed and attend the SMART meetings. How does one council member think the decision for a state funded project could be up to the council.
- This illustration was most impactful for me.



Thanks for your consideration!

Carolyn Crum

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From: Kevin Deas
To: Eddy Cumins; Paul Deas; Jennifer Deas
Subject: Healdsburg SMART Station
Date: Monday, September 28, 2026 7:41:26 PM

Good evening Mr. Cumins,

My name is Kevin Deas and I represent my family in reaching out regarding the SMART train station location. We own [redacted], as well as a few contiguous lots, and have been in the process of creating a development plan for the area.

A few council members mentioned that they thought it would be a good idea for us to speak with you about these plans and how they could dovetail with the train station. These plans are not public at the moment, but we would enjoy the opportunity to meet with you in person and discuss how what we are planning could work well with what SMART is planning. Would you be amenable to meeting on this?

Thank you and looking forward to hearing from you,

Kevin Deas
o: [redacted]
c: [redacted]
a: [redacted]
Healdsburg, CA 95448

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Raina Allan

From: Scott Duiven
Sent: Thursday, September 17, 2026 4:25 PM
To: p.bialla[redacted]
Cc: Raina Allan
Subject: RE: [EXTERNAL] - Re: SMART Board of Director's Meeting, September 16th: Healdsburg Station Location Discussion
Attachments: To the Healdsburg City Council.docx

Hi Paul-

I have copied our City Clerk, Raina Allan, on this response. She can forward your comment to the City Council in advance of Monday night's meeting.

Best,

-Scott

From: Paul Bialla <[redacted]>
Sent: Thursday, September 17, 2026 4:09 PM
To: Scott Duiven <sduiven@Healdsburg.gov>
Subject: [EXTERNAL] - Re: SMART Board of Director's Meeting, September 16th: Healdsburg Station Location Discussion

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

Good afternoon Scott,

Thank you for your notification. After viewing the yesterday's SMART board meeting, I have a comment that should be brought to the attention of our City Council. I'll be attending the September 21st meeting, but would appreciate it if you could forward my attached comment to our board members (If that's not feasible, I'll do so myself when i have the opportunity at the meeting.).

Thank you,
Paul Bialla

On Monday, September 14, 2026 at 11:30:31 AM PDT, Scott Duiven <sduiven@healdsburg.gov> wrote:

Good morning, Community Advisory Committee members-

Please see the link below to a SMART staff report scheduled to be discussed at this Wednesday's SMART board meeting. SMART let Healdsburg staff know last week that they intend to conduct a public engagement process aimed at reconsidering the Healdsburg SMART station location. SMART prefers the Downtown station location (adjacent to the West Plaza parking lot). In addition, SMART is scheduled to present an update to the Healdsburg City Council next Monday, September 21st, on SMART's overall progress to date and this effort will likely be included in that presentation.

Link to SMART staff report:
https://sonomamarintrain.granicus.com/MetaViewer.php?view_id=3&event_id=387&meta_id=33124

Obviously, this has significant implications for the planning process which we have begun in earnest. We will wait to see how this Wednesday's SMART board meeting and next week's Healdsburg council meeting both play out in determining next steps, but I want you all to be aware of this new development.

Best,

-Scott

SCOTT DUIVEN | Community Development Director
City of Healdsburg | Community Development Center
401 Grove Street, Healdsburg, CA 95448
Office: (707) 431-3482
sduiven@healdsburg.gov | healdsburg.gov

From:	Mark McMullen
To:	COC
Cc:	Zoe Unruh
Subject:	Public Comment – Agenda Item 6, Healdsburg Station Location Consideration Outreach (September 23, 2026 Meeting)
Date:	Wednesday, September 23, 2026 11:28:58 AM
Attachments:	Flood History-McMullen Public Comment-2026-09-23.pdf Healdsburg 2008 LOMR Flood Plain.pdf Healdsburg IMTC Study-1997-Excerpt-Pages 1, 3-5.pdf McMullen_Public Comment_Healdsburg Station Location_COC 2026-09-23.pdf.pdf

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Dear SMART Citizens Oversight Committee,

Please find attached my written public comment regarding Agenda Item 6, Healdsburg Station Location Consideration Outreach, on today's meeting agenda.

I've also attached several supporting documents referenced in my letter:

1. Public comment letter – my full written comment
2. Flood History Reference – documented flood events affecting the Vine Street/downtown area, with linked news sources
3. Healdsburg flood plain map – official flood zone information for the area under consideration
4. 1997 Intermodal Transportation Center Study excerpt – the site-selection pages (Chapter 1, pages. 1 & 3-5) documenting the original four-site review and the Old Depot selection

I recognize the posted deadline for written comment was 5:00 PM yesterday; I'm submitting this as early as possible ahead of today's 1:30 PM meeting and would appreciate it being entered into the record for the Committee's consideration, even if it arrives after the formal cutoff for the pre-meeting packet.

I also plan to attend today's meeting and speak during public comment on this item.

Thank you for your time and consideration.

Sincerely,
Mark McMullen
Healdsburg, California
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PUBLIC COMMENT — SUPPORTING INFORMATION

SMART Citizens Oversite Committee
Agenda Item 06: *Healdsburg Station Location Consideration Outreach*

Committee Meeting: September 23, 2026
Submitted: September 23, 2026

Submitted by:
Mark McMullen
Healdsburg, California

Submitted in an individual capacity as a transit rider and Healdsburg community member.

This submission is intended for inclusion in the public record and for consideration during any public outreach process and before a final decision on the Healdsburg station location.

Dear Chair Sheehan-Meyer , and Members of the SMART Citizens Oversite Committee,

I missed the 5:00 PM public comment deadline yeaterday, so this may reach you after the Committee has already acted on Agenda Item 06. I hope these points can be included in outreach process before any final site decision is made.

I am Mark McMullen, a resident, a voter, and a transit rider who lives in Healdsburg. I am writing about COC Agenda Item 6. I have several concerns I would like to express to you, as the citizens who oversee the SMART Board and advise them on policy.

SMART has decided to reopen the station siting question in Healdsburg. For context, Healdsburg has had its train depot in the same location for over 150 years. When the railroad arrived in 1871, Healdsburg chose to put the depot just outside the city center, near the Russian River. There were many reasons for this: keeping freight and passenger traffic out of the congested commerce area, the availability of open land, and a less documented reason, the residents' common sense. As an agricultural community with years of experience reading the weather, they understood rainfall and flooding. They saw the creek, now Foss Creek, on the west side of downtown, as a channel that flooded. Better to put the depot somewhere that doesn't flood, further east. That was just knowledge the residents had. No need to debate it. Everyone just knew.

All cities have this kind of resident-only insight, the best shortcuts, the best place to watch the fireworks, the quietest park to read a book in. If you know, you know.

Healdsburg has grown over these 150-plus years, and residents have stayed involved in planning that growth. We've had economic booms and busts, general plans that predicted we would have population over 20,000 by the 1980s (holding at ariund 12,000 in 2026), huge resorts trying to develop vast tracts of land, hundred-year-old businesses leaving significant developable land downtown, and much more. How did we respond? The residents and the city made plans. We planned our street grids. We kept our utilities under local control. We negotiated two large open space areas away from development. We built "over age 50" neighborhood housing in reclaimed floodplain space. In short, we had plans, so we knew what we were doing.

When it became apparent in the 1990s that train travel might soon return, we didn't wait. We created our "Healdsburg Intercity Intermodal Transportation Center Study" in 1997, five years before SMART even existed, to address not just the train station but the other transit needs that would connect to it. For that study, a "Railroad Siting" committee was formed, made up of residents who worked with the city and Sonoma County Transit to examine four different areas in the city for a station location. Three of them were west of Foss Creek. All three were eliminated as unsuitable. To be fair, the report doesn't mention the Foss Creek floodplain directly. But the residents knew Foss Creek was being used then, and had further plans to become, the city's main storm water discharge. The Parkland Farms development in the north was already on the drawing board, and would increase the runoff. If you know, you know.

Over the past 30-plus years, Healdsburg has planned around the depot area as its transit hub. We've created more than a dozen plans that tie directly into the train station being located at the depot. The Mill District development, with its different housing levels, was designed with the depot as a feature. Senior housing is planned across the street from the depot. An MTC grant was received to create Healdsburg's Station Area Specific Plan, and that plan will include the largest undeveloped area left in Healdsburg, from the depot area, across the Russian River, to the south city boundary.

Healdsburg is just doing what it always does: making decisions and planning our future. It is important to note that we know plans need to be adapted and changed. We do that consistently, to make sure everything aligns with our long-range goals.

But here we are. SMART has decided that the West Plaza/Vine Street station fits their ridership goals better than the Depot/Hudson area. That's all well and good, as you have total control over the decision. But what about looking at what Healdsburg already knows? We moved on

from the West Plaza/Vine Street area for many reasons, but let's just look at an old, known fact that's being glossed over.

Perhaps you remember the video of kayaks in the Safeway parking lot in 2014. I stood on the Matheson side watching as the news crews filmed. Just this year in January, Vine Street from City Hall south was flooded and impassable for multiple days. That is when I also saw the Foss Creek Pathway flooded over just south of Dry Creek Road. These facts mean the West Plaza/Vine Street site will need a fresh hydrology report, at the very least, and maybe a full CEQA redo. That will take quite a bit of time, since it moves at the speed of government. That could delay the opening of the Healdsburg Station into 2029 or 2030. And how much will that cost SMART? Not just for the report, but for any money it has to put toward helping Healdsburg alleviate the storm drainage backup from Foss Creek? Will that be in the hundreds of thousands of dollars, or multiple millions?

And why take on this expense? SMART says it's for a fractional increase in ridership at one of its northernmost stops. Sure, Healdsburg is a "destination" stop, but that means people are coming here no matter what. Moving the location now delays the station's opening, which costs ridership, and increases project costs.

It's important to remember that ridership numbers are a snapshot. They are not a plan. Healdsburg has plans that span decades.

On the flip side, the Depot/Hudson site is turnkey. All the studies have been done. No extra cost. *Because* Healdsburg plans.

In one part of this reopening process, SMART has said it will put out a regional survey to find out where everyone else thinks the Healdsburg SMART Station should be, ten to eleven questions, they say. A dozen-ish questions can work, but only if they are the right ones. I am asking this Committee to advise the Board that the survey needs two clear parts: one on how people actually travel today, and a second part that shows every respondent the same facts, maps, cost ranges, access details, and yes, flood risk, for both sites before anyone is asked which one they'd choose. Skip that step and all you've got is a popularity poll wearing a lab coat.

I'd also ask that results get broken out by geography, so Healdsburg's own voice doesn't get drowned out by responses from Marin or the rest of Sonoma County. SMART needs to bring in an outside firm that actually knows how to build and report a survey instead of putting one together in-house. Publish the questions and the methodology before it opens, not after. Healdsburg deserves a survey that can actually hold up under scrutiny in December, not one that falls apart the first time someone asks how it was built.

Thank you for looking at these comments, even late, and for the chance to weigh in.. Healdsburg citizens will be back at your December meeting to see how SMART has progressed on this issue.

Mark McMullen
Healdsburg, CA
[redacted]

COMMUNITY PANEL NUMBER:
0603780345D

COMMUNITY PANEL NUMBER:
0603780365D

COMMUNITY PANEL NUMBER:
0603780510D

COMMUNITY PANEL NUMBER:
0603780526D

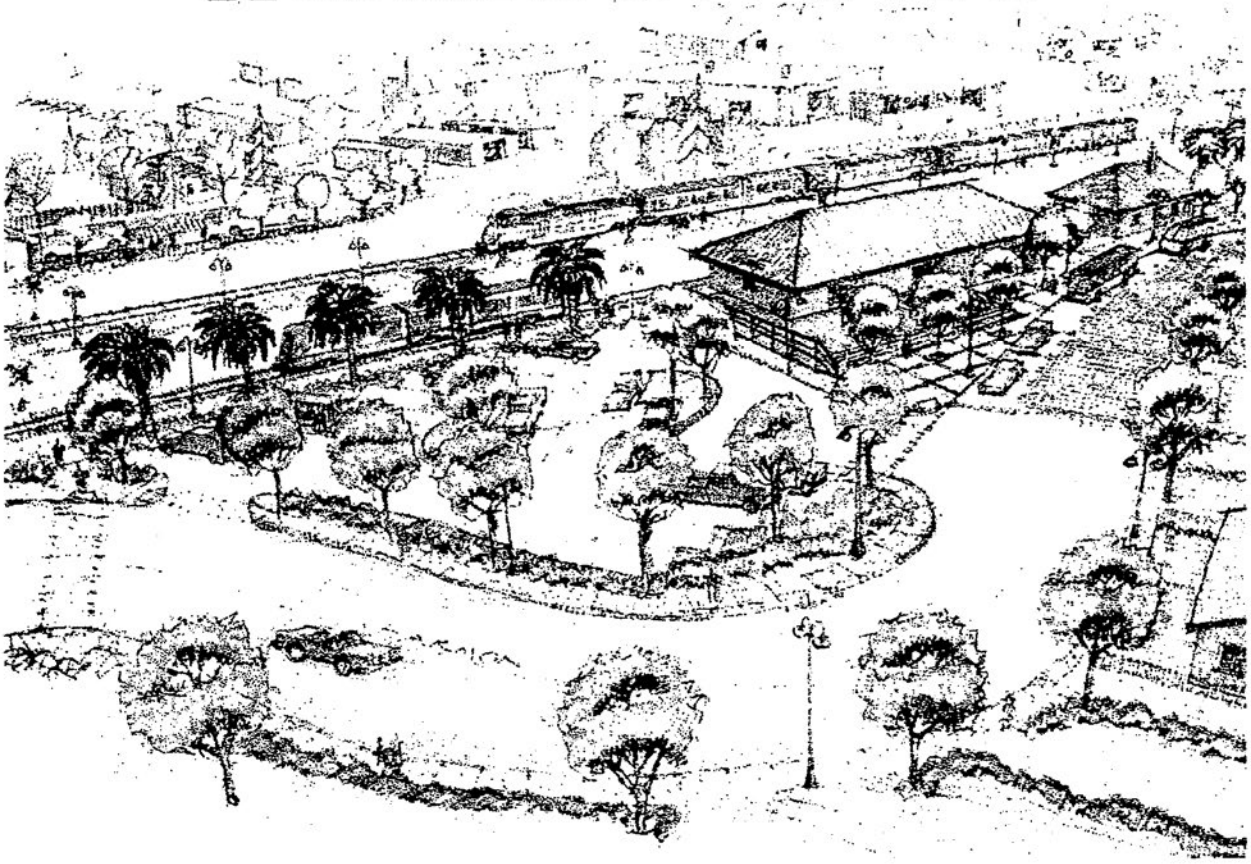
Legend

- s_firm_pan
- Buildings
- City Limits
- Revised Floodway
- Existing Floodway

500 250 0 500 Feet

City of Healdsburg 2008 LOMR

HEALDSBURG



Intercity Intermodal Transportation Center Study

prepared for

SONOMA COUNTY TRANSIT

prepared by

WILBUR SMITH ASSOCIATES

in association with

THOMPSON & ASSOCIATES

CARLENZOLI and ASSOCIATES

Chapter 1
INTRODUCTION

The City of Healdsburg was officially incorporated in 1867. Today, Healdsburg is the economic heart of Northern Sonoma County with a population of about 10,000. Present city limits cover approximately 3.5 square miles.

Healdsburg is located in northern Sonoma County within the nine-county San Francisco Bay Region. Situated 12 miles north of Santa Rosa, Healdsburg lies just beyond the northern edge of the intense urban development that has occurred along the Highway 101 corridor in Sonoma County. The rapidly growing, but unincorporated, community of Windsor lies eight miles to the north, and Cloverdale is located farther on, approximately 18 miles to the north.

Geographically, Healdsburg is defined principally by Highway 101, the Russian River, surrounding agricultural lands, and mountains to the east and west. Highway 101 is the principal coastal route between San Francisco and the Oregon border. The Russian River, rising in Mendocino county, flows through Healdsburg on its way to the Pacific Ocean. The city lies at the intersection of three rich agricultural valleys: Sonoma Valley, Dry Creek Valley, and Alexander Valley. East and west beyond the agricultural lands rise subsystems of the Coastal Mountain Range.

Historically, Healdsburg served as an agricultural service center and milling and distribution center for northcoast lumber. More recently, however, development of small-scale manufacturing, geothermal support, and electronics firms has diversified the local economy. Tourism has also begun to play a more important role in the local economy with its proximity to the Lake Sonoma Recreational Area, an increase in water-related recreational activities along the Russian River, and growth in the number of visitors to local wineries.

A wide range of public transportation services are presently provided to from and within the City of Healdsburg. Some of these are provided by public agencies while others are operated by private for profit transportation providers. As Sonoma County continues to grow these transportation services will also grow to meet increased travel demands. In addition, the future establishment of intercity passenger rail service and commuter rail service are both possibilities.

STATEMENT OF PURPOSE AND NEED

As passenger use of non-automobile travel modes increases, the need for a convenient location to transfer between these public transportation systems will become more critical. At present no common transfer point exists in Healdsburg to facilitate passenger transfers between all public transportation providers, making it difficult to transfer between several systems. This is not a problem unique to the City of Healdsburg. Sonoma County, the State of California, and the federal government have been struggling to reconcile similar problems in other communities making progress towards a more passenger friendly seamless public transportation system.

The Healdsburg Intermodal Facility Project was initiated to provide a passenger friendly transfer facility in Healdsburg for existing as well as planned services. This facility planning project was contracted for by Sonoma County Transit working closely with the City of Healdsburg. An Intermodal Rail Station Advisory Committee comprised of Healdsburg residents was formed in order to tailor planning to meet local planning values. This Committee took the lead in selecting the preferred site and provided invaluable guidance into the development of a preferred site plan.

HEALDSBURG GENERAL PLAN

The City's General Plan identifies four potential sites for a transit center (see Figure 1). A key goal stated in this General Plan is:

> "to provide for convenient transit facilities in the community and appropriate and complementary land uses adjacent to designated transit facility sites."

Another very relevant goal is "to reinforce the downtown as the commercial and cultural center of Healdsburg." Thus the City's General Plan recognizes the importance of a convenient intermodal transportation facility and good neighbor type land uses to the continued vitality of the City.

PROJECT SITE

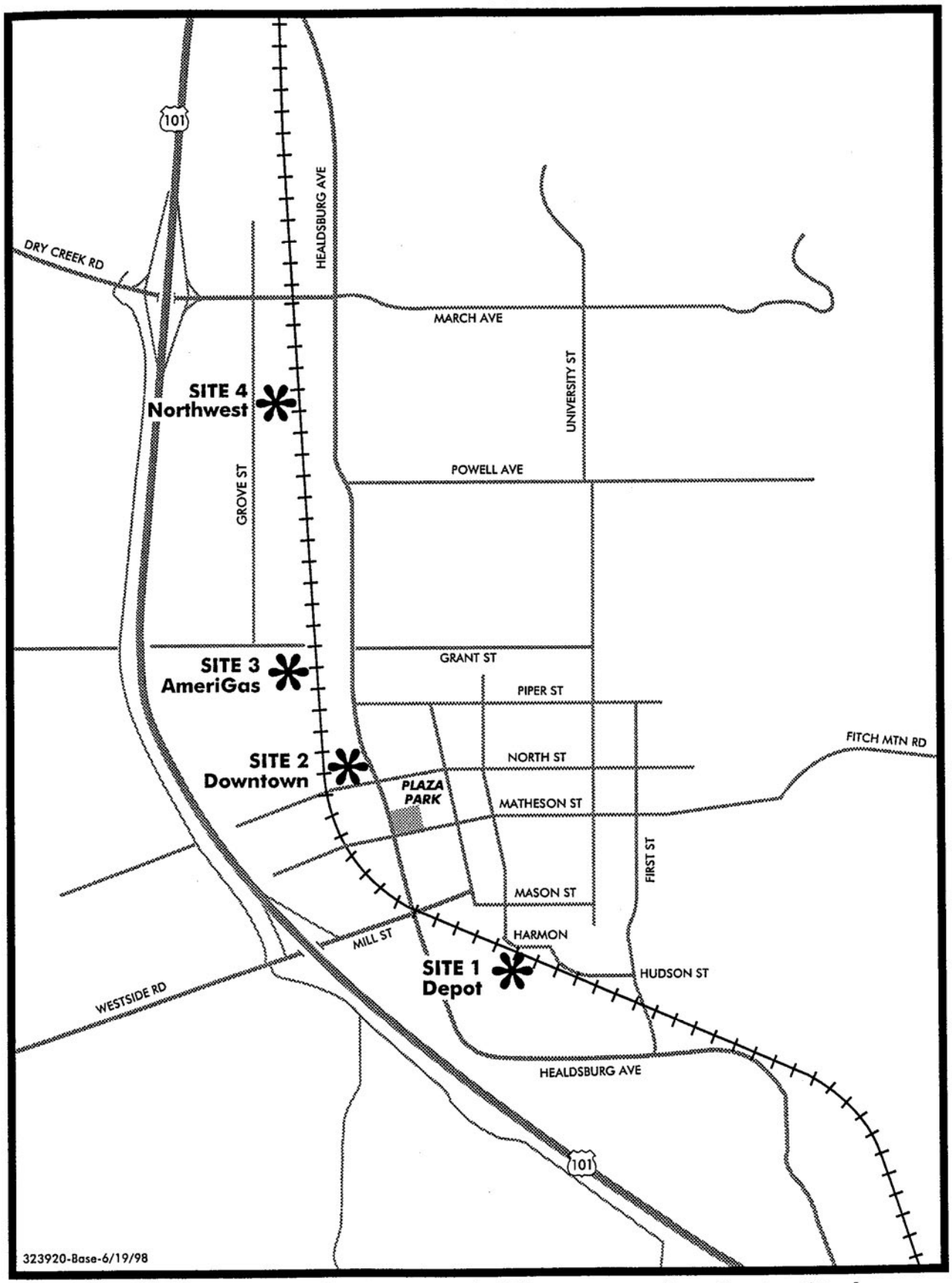
The preferred site for the Healdsburg Intermodal Center is Site 1, the Old Depot site. The intermodal Rail Advisory Committee selected this site at their second meeting held on February 10, 1997. The selection was made after the committee members reviewed information for each of four candidate sites which were identified in the Healdsburg General Plan for possible location of the facility. This information consisted of maps, narrative and a field investigation of each site. In addition, Richard Mitchell, with the Northwestern Pacific Railroad told the committee that the existing depot site best suited their needs. The committee concluded that the other sites were either too remote or did not meet the functional needs of the railroad or bus system.

On September 2, 1997 the recommendation for the preferred site was presented to the City Council as well as authorization to proceed for neighborhood and community outreach meetings. The City Council at this meet concurred that the existing depot building was the best choice and directed the committee to hold the public meetings to receive public comment on the prospect of an intermodal facility at the existing depot facility.

The meetings were held on November 18, 1997 and December 3, 1997. A newspaper notice and individual bi-lingual flyers were sent to property owners and residents. The plans were well received by the public. The only concern was that there be adequate parking around the station and the possibility of too much noise with the bus traffic.

Figure 1

POTENTIAL INTERMODAL FACILITY SITES



HEALDSBURG Intercity Intermodal Transportation Center Study

Flood History Reference: Vine Street / Downtown Station Area

Prepared by Mark McMullen to accompany my public comment to the SMART Citizens Oversight Committee,

September 23, 2026, Agenda Item 6

In my letter, I mentioned two flood events I've personally seen affect the Vine Street/downtown area now being considered as an alternative to the Depot/Hudson Street station. I'm attaching this page so the Committee has the actual news sources behind those memories, not just my recollection of them.

December 11, 2014
A major storm flooded the Safeway parking lot in downtown Healdsburg, near the Vine Street/Plaza area, deep enough for people to kayak and wakeboard in it. Foss Creek water reached the doors of nearby businesses.

https://www.cbsnews.com/sanfrancisco/news/storms-floods-parking-lot-at-healdsburg-safeway-becomes-spot-for-wakeboarding-kayaking/

https://www.pressdemocrat.com/2014/12/11/significant-flooding-in-central-healdsburg-wvideo/

January 2026
A series of storms dropped over 5 inches of rain on Healdsburg. Foss Creek overflowed and caused localized flooding downtown. Vine Street from City Hall south was closed and impassable for several days, and the Foss Creek Pathway flooded south of Dry Creek Road.

https://www.healdsburgtribune.com/new-years-storms-2026/

https://www.pressdemocrat.com/2014/12/11/significant-flooding-in-central-healdsburg-wvideo/

Raina Allan

From: Ariel Kelley
Sent: Monday, September 21, 2026 1:48 PM
To: Raina Allan
Subject: Fw: [EXTERNAL] - Public Comment on SMART Station relocation
Attachments: Healdsburg City Council-Mark_McMullen_Healdsburg_Station_Comment_2026-09-21.pdf; Mark_McMullen_Healdsburg_Station_Comment_Supporting_Information_2026-09-15.pdf; SCT_Schedule_AUG2018_56.pdf

ARIEL KELLEY | Councilmember

(she/her/hers)
City of Healdsburg, California

401 Grove Street, Healdsburg CA 95448

707-385-1282 cell and text

From: Mark McMullen <[redacted]>
Sent: Monday, September 21, 2026 1:41 PM
To: Chris Herrod <JHerrod@Healdsburg.gov>; Ronald Edwards <REdwards@Healdsburg.gov>; David Hagele <dhagele@Healdsburg.gov>; Ariel Kelley <akelley@Healdsburg.gov>; Evelyn Mitchell <emitchell@Healdsburg.gov>
Subject: [EXTERNAL] - Public Comment on SMART Station relocation

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Good Afternoon Councilmembers,

I am attaching my written public comment for tonight's meeting. I will give a brief verbal comment tonight, as well.

I am also attaching my written public comment from the SMART Board of Directors Meeting last Wednesday.

Thank you for your service to Healdsburg.

Best regards,

Mark

Mark McMullen

PUBLIC COMMENT — SUPPORTING INFORMATION

SMART Board of Directors
Agenda Item 07: *Consideration of Healdsburg Station Location and Request Direction to Conduct Public Outreach*

Board Meeting: September 16, 2026
Submitted: September 15, 2026

Submitted by:
Mark McMullen
Healdsburg, California

Submitted in an individual capacity as a transit rider and Healdsburg community member. This comment does not represent the position of the *Healdsburg 2040 Parks & Connectivity Work Group*, the *Healdsburg Station Area Specific Plan Community Advisory Committee*, or any other organization or public body.

This submission is intended for inclusion in the public record and for consideration during any public outreach process and before a final decision on the Healdsburg station location.

Dear Chair Coursey, Vice Chair Sackett, and Members of the SMART Board of Directors,

I missed the 5:00 PM deadline, so this may reach you after the Board has already acted on Agenda Item 07. That item only authorizes public outreach, not a final station decision, so I'm sending this anyway. Please fold the points below into that outreach process before any final site decision is made.

Here is a little information about me: I have been a lead member of the *Healdsburg 2040 Parks & Connectivity Work Group* formed in 2018, following the AIA's *Sustainable Design Assessment Team's (SDAT)* evaluation of Healdsburg in their November 2018 report. We met monthly through 2023 and irregularly since. A few of us, myself included, were also on the *City's Community Parks Design Team* in 2019, working with the consultants and the City on Laura Fish Somersal Park and Badger Park. I currently sit on *Healdsburg's Station Area Specific Plan Community Advisory Committee*, but I'm writing this as an individual resident and transit rider, not on behalf of either group. I've ridden Routes 60, 67, and 56, the SMART train, and used Uber and Lyft over the years. The following comes from my years of transit experience, not just reading about it.

1. Most of the "changes" in the staff report are systemwide, not about this specific site.

Examining the sales tax funding through 2059, 123% ridership growth over FY24, the Cloverdale Extension landing in state and regional plans, and the Geyserville Station getting adopted shows that SMART is in good shape as an agency. However, none of those tell you anything new about Depot/Hudson Street location versus Vine Street location, a discussion the Healdsburg City Council worked through at great length in 2023-2024. The only thing I find in the report that's actually new and site-specific is the updated jobs, income, and demographics data. I request that this information be published in full and put side by side with the 2021 Census LEHD numbers SMART presented back in 2023-2024. Please let the public see what's changed at the site level, not just the network level.

2. SMART's own 2018 route map for *SMARTConnector 56* shows the exact turn used to reach the Depot from Front Street, and it undercuts the current turning-radius objection.

SMART contracted for *SMARTConnector 56*, the North County connector between Cloverdale Depot, Healdsburg Depot, Windsor Depot, and the Airport SMART Station, running on a regular weekday schedule. I rode it myself, from the Healdsburg Depot north to Cloverdale and south to the Airport station. SMART's own 2018 route map doesn't just list Front Street and Hudson Street as roads near the route, it shows the bus's actual turn sequence into the Depot area: eastbound on Healdsburg Avenue, northbound on Front Street, westbound on Hudson Street. That's SMART's own record of a full-size bus making the turn that Healdsburg Public Works now says buses can't make. I definitely remember this from riding it. I believe that service got cut during COVID for low ridership, not because the turn didn't work. I ask that the current claim that buses "can't navigate the turns onto Harmon/Hudson" be evaluated against SMART's own route history. If something at that intersection has dramatically changed since 2018, please let us know what changed, when it changed, and show the engineering reason behind it.

3. The *Foley Family Community Pavilion* and its Farmers' Market weekly street closures over most of the months of the year are a real change that has not been addressed in the Vine Street proposal.

Since the 2024 decision, the City finished the *Foley Family Community Pavilion* at 3 North Street and moved the Farmers' Market there permanently. The 2026 Farmers'

Market schedule closes North Street directly in front of the Pavilion on Saturday mornings into early afternoon, April through December, and Tuesday mornings into early afternoon, May through September. Plus there are extra closures for other events throughout the year. North Street is the connection between the proposed Vine Street site and Healdsburg Avenue, where *Route 60* runs now. *Amtrak's Gold Runner Route 7*, by contrast, already gets to US 101 through the Mill Street entrance and exit. If its stop were moved to the Vine Street location, it would dramatically change its route inside Healdsburg. This North Street issue is a new problem, showing up after the Council's 2024 decision. However, it is nowhere in the staff report's case for reconsidering the site. These street closure and reroute issues need to be realistically addressed before anyone calls Vine Street's multimodal connection an advantage.

4. The "intermodal hub" case for Vine Street depends on a bus stop relocation that has not been proven or documented, and would require many more turns than either service makes today.

Route 60's stops (Healdsburg Plaza - Healdsburg Ave northbound, Healdsburg Ave & Matheson St southbound) and *Gold Runner's Route 7* stop south of the Mill Street roundabout both sit on Healdsburg Avenue today, not Vine Street. The report assumes both services would just move to Vine Street. I haven't seen anything from SCT or Amtrak/Gold Runner showing that location actually works for them.

Here's what that move would really take. Right now, *Gold Runner's Route 7* gets on and off US 101 at Mill Street, no detour into downtown required. Move the stop to Vine Street, and a northbound coach would exit at Central Healdsburg like it does now, get to the Vine Street station, then either run north on Vine to Grove to Dry Creek Road and back onto US 101, or cut east on North Street to Healdsburg Avenue, south to Mill Street, and north on US 101 from there. Southbound is the same problem in reverse: exit at Dry Creek Road, south on Grove to the station, then south to the Central Healdsburg entrance; or exit at Mill Street, north on Vine to the station, then north to North Street, east to Healdsburg Avenue, then south on Healdsburg Ave to Central Healdsburg. Every version adds several turns through downtown streets, including North Street with its market-closure problem, and Grove Street, which is being redesigned for safety improvements. I have not seen any information on how all of that plays out in the real world.

I'd like staff to confirm in writing whether this relocation has been strategically discussed and evaluated with SCT and Amtrak. Knowing their input on how this would actually work would clear up many of the current unknowns. If it has already been worked out, we need to see the reports. If it has not, then it needs to stop being shown as a settled advantage for Vine Street.

5. Information Needed During Outreach and Before a Final Station Decision

Before any final decision on the Healdsburg station location, the following information should be available to the Board and the public:

- the full updated jobs and demographics data compared directly against the 2023-2024 figures;
- a real reconciliation of the *SMARTConnector 56* route map against the current turning-radius objection;
- a circulation study covering the actual Foley Pavilion street-closure window, including load-in and teardown;
- a real evaluation of whether Vine Street/Grove Street and the other reroute options can handle the bus turns and associated time delays; and
- written confirmation from SCT and Amtrak/Gold Runner on whether they have a workable plan to move their stops to Vine Street.

If the Board has already authorized outreach by the time you read this, please fold these items into that process instead of setting them aside. The actual site decision is still ahead of you, and this bears directly on it.

I've attached SMART's own *2018 SMARTConnector 56* schedule and route map to back up point 2.

Thanks for reading this, even late, and for the chance to weigh in.

Mark McMullen
Healdsburg, CA
[redacted]
Writing as a transit rider and Healdsburg community member, in an individual capacity

EFFECTIVE AUGUST 12, 2018

sctransit.com

(Bus travels down the schedule / El horario se lee de arriba hacia abajo, en columnas.)

* SMART Connector

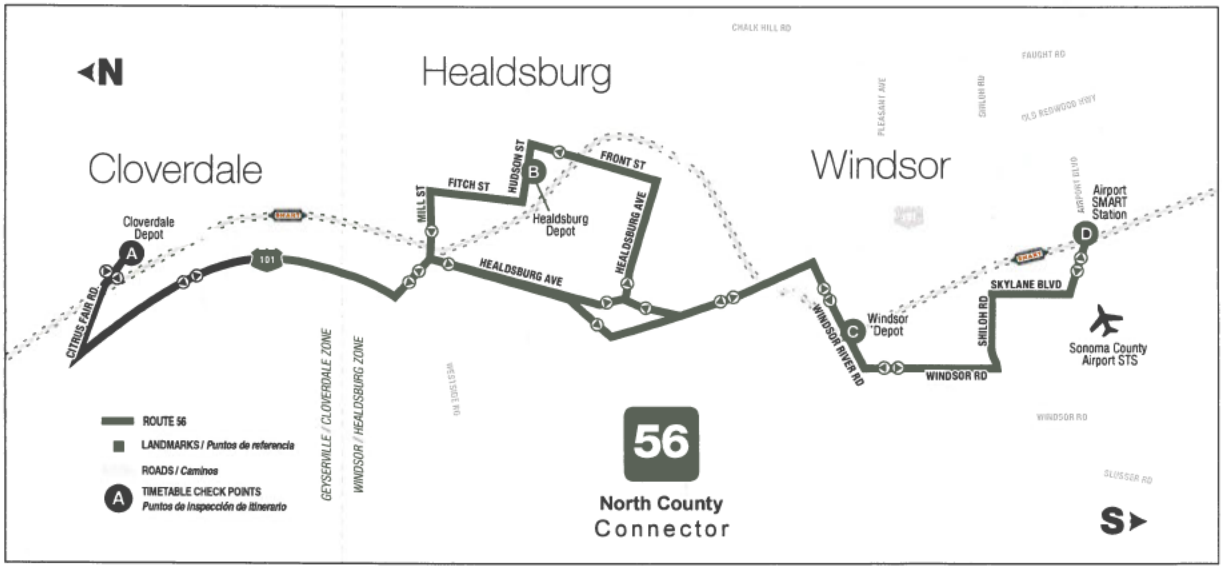
56

North County Connector to Airport SMART Station

Weekday Service / Servicio los días de semana

Southbound Commute		Bold type = PM	
Route		56	56
CLOVERDALE Cloverdale Depot	A	6:20	**4:50**
HEALDSBURG Healdsburg Depot	B	6:41	**5:11**
WINDSOR Windsor Depot	C	6:54	**5:24**
SANTA ROSA Airport Blvd - SMART Station	D	7:04	**5:34**
Airport Station *(Southbound train departs)*	D	*7:19*	***5:49***

Northbound Commute		Bold type = PM	
Route		56	56
Airport Station *(Northbound train arrives)*	D	*7:06*	***5:36***
SANTA ROSA Airport Blvd - SMART Station	D	7:15	**5:45**
WINDSOR Windsor Depot	C	7:25	**5:55**
HEALDSBURG Healdsburg Depot	B	7:38	**6:08**
CLOVERDALE Cloverdale Depot	A	7:58	**6:28**



SonomaCountyTransit

Raina Allan

From: Ariel Kelley
Sent: Monday, September 21, 2026 1:52 PM
To: Raina Allan
Subject: Fw: [EXTERNAL] - SMART Station Location

ARIEL KELLEY | Councilmember

(she/her/hers)
City of Healdsburg, California

401 Grove Street, Healdsburg CA 95448

707-385-1282 cell and text

From: Jonathan Pearlman <[redacted]>
Sent: Saturday, September 19, 2026 1:53 PM
To: Chris Herrod <JHerrod@Healdsburg.gov>; Ariel Kelley <akelley@Healdsburg.gov>; Ronald Edwards <REdwards@Healdsburg.gov>; Evelyn Mitchell <emitchell@Healdsburg.gov>; David Hagele <dhagele@Healdsburg.gov>; Jeff Kay <jkay@Healdsburg.gov>; Scott Duiven <sduiven@Healdsburg.gov>
Subject: [EXTERNAL] - SMART Station Location

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

Dear City Leaders,

Although I was a staunch supporter of the old Depot location for the SMART station back in 2024, now that this decision is being reconsidered, I have a few thoughts about the locations and either's ultimate benefit to our town.

I am conflicted about continuing my support for the station at the Hudson Street / Depot location. I think that a downtown stop is the best location to support the continued growth and development of the downtown area. The expansion of the downtown with a thoughtful project on the west parking lot with parking, retail, and housing above would be a huge benefit to the long-term economic development of the town. The Depot/Hudson station, likewise, is looking towards future development of the south end of Healdsburg, but how, what and the cost of that development is a much fuzzier and long-term prospect. There is no reason to believe that the SMART station alone would necessarily be the needed catalyst for development south of the Healdsburg Avenue bridge.

That said, the benefits of the Hudson / Depot station are many, including for less traffic disruption, easier and safer access for local residents, supporting the historic way that the town developed and certainly be one of the catalysts for the increased development of the Ward Street area which could be a *good or bad outcome* relative to future affordable housing. The metric of "how long it takes to walk to the Plaza" is only

one measure and should not be the decisive one. If the only metric is related to tourists coming to town, then the station location relative to the Plaza is the critical measure. If, however, the expectation is that the train is going to be used by all of our residents for commuting to jobs and schools, access to Charles Schulz airport or even to go to Santa Rosa or Petaluma for a night out, then the convenience of accessing the station from all over town should be a primary metric that should be considered.

Originally, I whole-heartedly supported the Depot location but I would like to hear more from SMART about why they are pushing for the Vine Street station stop before I feel comfortable supporting either location. SMART claims that there is much more information that wasn't considered when the earlier decision was made so I would like to hear from them which I assume will come before the public comment portion of the hearing. Some issues I would like to know more about:

- Given the width of the right-of-way along Vine Street between Matheson and North, how will they fit two track widths, the station platform and the Foss Creek Pathway? Will the Foss Creek Pathway need to be abandoned?
- I understand that the ROW on Vine includes the westernmost aisle of parking spaces in the West Plaza Parking Lot- will those just be eliminated and what impact will that have on that lot which is already fairly full on many late afternoons, evenings and weekends.
- How will the timing of street closures be affected with a Vine Street stop. Since the trains will go through the roundabout and the Vine/Matheson and North intersections in either case, with the station at Vine, will the barriers be down for a much longer time than if the train is just passing through?
- Where will cars stack for a drop-off and pick-up location that will be least impactful? If it is in the West Plaza parking lot, that could create a real issue for the use of the lot.
- At the Hudson Street/ Depot site, how wide is the ROW there? Once the SMART development is completed, how much of the land could be turned over to the City for future development.

I expect that the hearing will be quite a heated free-for-all with many people expressing many opinions. I do hope that the Council will be open to shifting from the Depot to the Vine Street location IF and only if, SMART makes a compelling case that supports our town's future and does not create unintended consequences to public safety, traffic or development.

Respectfully submitted,
Jonathan

Jonathan Pearlman
ELEVATIONarchitects
590 Matheson Street
Healdsburg, CA 95448

(o) 707.433.2509 x101
[redacted]
(e) jonathan@elevationarchitects.com
(w) elevationarchitects.com

From:	Corey Rawdon
To:	cherrod@healdsburg.gov; REdwards@healdsburg.gov; emitchell@healdsburg.gov; dhagele@healdsburg.gov; Ariel Kelley; jkay; Board Questions
Cc:	Raina Allan
Subject:	Maintenance of the historic Healdsburg depot buildings
Date:	Wednesday, October 21, 2026 10:23:46 PM
Attachments:	CUBE_Depot_Letter.pdf Depot_Enclosures.pdf

Dear Members of the Healdsburg City Council, Mr. Kay, and Members of the SMART Board of Directors,

Please find attached a letter from CUBE Foundation for Arts and Culture regarding the maintenance of the two historic depot buildings on Hudson Street in Healdsburg. Also attached are SMART's October 15, 2026 response to our Public Records Act request and photographs of the buildings.

To the Clerk of the Board: the letter is addressed to General Manager Eddy Cumins. We would be grateful if you could forward it to him and share it with the Board of Directors.

To the City Clerk: please include this letter in the City Council's correspondence.

Thank you for your attention to this important matter.

Sincerely,

Corey Rawdon
CEO, CUBE Foundation for Arts and Culture
corey@cubearts.org

Attachments:
CUBE_Depot_Letter.pdf
Depot_Enclosures.pdf
- 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.

CUBE
foundation for
arts and culture

Wednesday, October 21, 2026

Healdsburg City Council
Attention: City Manager
401 Grove Street
Healdsburg, CA 95448

Eddy Cumins, General Manager
Sonoma-Marin Area Rail Transit District
5401 Old Redwood Hwy, Suite 200
Petaluma, CA 94954

cc: SMART Board of Directors

Re: Maintenance of the historic Healdsburg depot buildings

Dear Members of the City Council and Mr. Cumins,

As SMART and the City of Healdsburg plan Healdsburg's new station, CUBE Arts Healdsburg wants to make sure the two historic depot buildings on Hudson Street aren't left behind. For nearly three decades, Healdsburg has planned for the depot to be a cultural anchor for this part of town. The 1998 Artrain celebration—with concerts, an art show and a staged historical drama—launched a community effort to create a permanent cultural center, and the 2011 agreement between the City, the County and SMART made room for public art on the site. A local nonprofit organization occupies the depot today. This is exactly the kind of space the City's 2021 Arts & Culture Master Plan calls for developing.

Wherever the commuter platform ends up, the depot can only become that cultural hub if the buildings survive in the meantime. We ask SMART to stabilize and maintain them, as the April 26, 2011 Cooperative Agreement with the City of Healdsburg and the County of Sonoma provides, and we ask the City, as a party to that agreement, to support this request.

The buildings are deteriorating. An informal survey of the site in July 2026 showed the ceiling of the passenger waiting area is open, raising the alarm for additional, unseen structural damage. Photographs are enclosed.

SMART is responsible for the buildings. When the County Board of Supervisors approved the Cooperative Agreement on April 26, 2011, the County's staff report summarized its key terms: Sonoma County Transit and the City "will be responsible for maintenance of their respective improvements," the parking lot and path they built, while "SMART will be responsible for any improvements associated with the depot building." The agreement itself is on file with the Clerk of the Board.

The County and City built the parking lot and path as agreed. Fifteen years later, the depot buildings, which remain SMART's responsibility, have only deteriorated.

What's on record today? On October 4, 2026, CUBE asked SMART under the California Public Records Act for its most recent inspection or condition assessment of the buildings, any agreement or structural analysis for the antenna mast adding weight to the roof, any rehabilitation plan prepared under Section 5.a, and any budget line for maintaining or restoring the buildings. On October 15, SMART replied: "Please be advised that we have no records responsive to your request."

CUBE
foundation for
arts and culture

We respectfully request the following:

1. That the City Council, as a party to the agreement, formally ask SMART to address the ongoing maintenance needs of the depot buildings.
2. That SMART, within 60 days, commission a condition assessment of both buildings, including the roof and the load of the antenna mast.
3. That SMART take interim measures to close the buildings to weather before the winter rains.
4. That SMART provide a plan and timeline for rehabilitating the buildings' exteriors.

Whichever site is chosen for the new station, these buildings belong to SMART and are among Healdsburg's critical links to its railroad history. Historic buildings that are well cared for can also attract creative partnerships and outside sources of support for cultural use, opportunities that depend on the buildings staying sound. CUBE raises this to help the City and SMART protect an asset the whole community shares.

Sincerely,

Corey Rawdon
CUBE Arts Healdsburg
Enclosures: SMART records response dated October 15, 2026; photographs from July 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

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GENERAL MANAGER
Eddy Cumins

October 15, 2026

Corey Rawdon
Via email (corey@cubearts.com)

RE: Public Records Request dated October 4, 2026, received on October 5, 2026,

Dear Corey Rawdon,

The District has received your Public Records Request dated October 4, 2026, received on October 5, 2026, requesting:

"CUBE Foundation for Arts and Culture requests the following records about the historic depot buildings on SMART property at Hudson Street in Healdsburg (the "Depot Buildings"):
1. The most recent inspection, condition assessment or structural evaluation of the Depot Buildings, including any roof assessment.
2. Any lease, license or agreement for the antenna mast on the Depot Buildings, and any structural analysis of its loads on the building.
3. Any plan or draft plan SMART prepared to rehabilitate or restore the buildings' exteriors under Section 5.a of the April 26, 2011 Cooperative Agreement with the City of Healdsburg and County of Sonoma.
4. Any current budget or capital-plan line item for maintaining, stabilizing or restoring the Depot Buildings."

Please be advised that we have no records responsive to your request.

Sincerely,

/S/

Public Records Act Coordinator

Photos of the Healdsburg Depot structures taken July 2026







Photos of the Healdsburg Depot Buildings taken July 2026







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] -

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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
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Gabe Paulson
Marin County Council of Mayors and Councilmembers

David Rabbitt
Sonoma County Board of Supervisors

GENERAL MANAGER
Eddy Cumins

November 2, 2026

Healdsburg City Council
401 Grove Street
Healdsburg, CA 95448

Subject: Agenda Item 8.c. – Information and comment regarding SMART Connect

Dear Mayor Herrod and Healdsburg City Councilmembers:

Tonight's **Agenda Item 8.c. - Update on Evaluation of On-Demand (Microtransit) Shuttle Service Options** was brought to our attention, and we are writing to offer additional information related to SMART and SMART Connect to inform your discussion.

First, SMART applauds the City of Healdsburg for adopting a Climate Mobilization Strategy in 2023 and believes that collectively we can achieve the goal set in Measure T-2 to "Implement programs for public transportation that achieve 10% of public transit mode share by 2030." In particular, SMART's ridership is over 25% youth under the age of 18, a figure that bodes well for increased public transit mode shift over time. SMART carried almost 1.5 million passengers approximately 30 million passenger miles last fiscal year, with a 20-mile average trip length. SMART passengers emit 36% less pollution per trip than driving.

SMART offers on-demand shuttle services at Sonoma County Airport and Larkspur Stations. These services began in June 2023 and June 2024, respectively, and were started specifically to close a gap between SMART's regional rail service and regional ferry and air services. SMART Connect service coverage focuses on the airport and ferry to rail connection with ability to serve additional destinations based on how frequent SMART trains are arriving.

SMART Connect service costs approximately $800,000 per year, per shuttle, including contract costs for bus service and software, as well as administrative overhead. Each of these services was started with one time funding that has been fully expended, and SMART has been continuing these services with SMART's voter approved sales tax.

SMART does not plan to deploy SMART Connect services, nor to pay for any other supplemental bus services when rail service starts in Healdsburg.

SMART does work with our local public transit partners to integrate local bus service schedules in an effort to increase ridership on the public bus systems, which in turn makes those bus services more efficient and the public's investment in those bus services more effective.

SMART anticipates the cost of providing rail services connecting Healdsburg with the rest of the SMART regional rail system starting at approximately $3.4 million per year, with the ultimate cost depending on service levels and other factors.

Prior to arrival in Healdsburg, SMART will continue to work with connecting existing bus systems (Sonoma County Transit/Amtrak Route 7/Private shuttles) to integrate schedules. SMART will work with the City to ensure bus stop locations, including the pedestrian routes connecting systems, are as effective as possible to encourage public transit ridership so that Healdsburg can meet its goal of 10% of public transit mode share by 2030. SMART will also install station bicycle parking facilities, as it does at all SMART stations, including bicycle racks and electronic bicycle parking lockers to further encourage public transit mode shift.

We hope this information is useful for your discussions this evening and look forward to working with you to achieve the goal you have set.

Sincerely,



Eddy Cumins
General Manager