



**BOARD OF DIRECTORS
REGULAR MEETING AGENDA
APRIL 16, 2025 - 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

You are able to view live broadcasts of Board meetings online here: <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, April 15, 2025

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 April 16, 2025 – 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 March 19, 2025 Board Meeting Minutes
3. Board Member Announcements
4. General Manager's Report
5. Public Comment on Non-Agenda Items
6. Consent Calendar
 - a. Accept Monthly Ridership Report – March 2025
 - b. Approve Monthly Financial Status Report – February 2025
 - c. Adopt a Resolution Authorizing the General Manager to execute Change Order 007 to Contract No. CV-BB-23-002 with Ghilotti Brothers, Inc. in the amount of \$110,215.94 for a total-not-exceed contract amount of \$4,533,297.25

Regular Calendar

7. The Feasibility and Timing of the Future Tax Measure Survey Results 2025 – *Presented by Chief Financial Officer, Heather McKillop*
8. Draft Sales Tax Extension Full Text Measure (Discussion) - *Presented by General Manager Cumins*
9. Adopt a Resolution Amending Fiscal Year 2025 Resolution No. 2024-19 to Modify Position Authorization – *Presented by Chief Financial Officer, Heather McKillop*
10. Approve the Renewal of the Fare-Free Program for Youth and Seniors for FY 2025-2026 – *Presented by Planning Manager, Emily Betts*
11. Next Board of Directors Meeting, **May 7, 2025 (Budget Workshop) – 1:30 PM** – 5401 Old Redwood Highway, 1st Floor, Petaluma, CA 94954
12. 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, disability-related modification or other accommodation, to enable individuals to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, service, or alternative format requested at least two (2) days before the meeting. Requests should be emailed to *Leticia Rosas, Clerk of the Board* at lrosas@sonomamarintrain.org or submitted by phone at (707) 794-3072. Requests made by mail SMART's, 5401 Old Redwood Highway, Suite 200, Petaluma, CA 94954 must be received at least two days before the meeting. Requests will be granted whenever possible and resolved in favor of accessibility.



**BOARD OF DIRECTORS
REGULAR MEETING MINUTES**

March 19, 2025 – 1:30 PM

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

1. Call to Order

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

2. Approval of the February 19, 2025, Board Meeting

MOTION: Director Kelley moved approval of the February 19, 2025, Board Meeting Minutes as presented. Director Paulson second. The motion carried 11-0 (Director Fleming absent)

3. Board Members Announcements

Director Garbarino stated that former Board Member Melanie Bagby continues to ride the train.

Director Paulson stated that about 10% of the Golden Gate Ferry ridership comes from SMART riders. Ridership will continue to grow as more people return to work in San Francisco.

Chair Coursey stated that they had a good meeting on the train from Santa Rosa to Petaluma with Leadership Santa Rosa and SMART staff.

4. General Manager's Report

General Manager Cumins provided an overview on the following:

- Ridership Report
- Upcoming Service Improvements
- Pathway Opening Events
- Construction Update
- Windsor Extension Update
- 2026 Election Cycle
- Highlights of the Month
- Questions

Ridership Update

- February 2025 ridership 81,731; 32% higher than *February 2024*
- February 2025 Average Weekday ridership: 3,404; 37% over *February 2024*
- March 2025 Average Weekday ridership to date: 3,605; 34% over *March 2024*
- January 2025 Boardings: 92,492
- January 2025 Passenger Miles Traveled: 2M passenger miles
- SMART to 1 million Riders: 698,349 total riders; 70% complete
- SMART to 22 million passenger miles: 14,755,866 total passenger miles: 67% complete

Pathway Counts

February 2025 Pathway Counts: 60,893; 29% higher than *February 20224*

SMART Connect Larkspur Shuttle

On April 7th, the Larkspur Connect shuttle is scheduled to expand to 7 days per week. With continued funding partnership between SMART, Golden Gate Transit, and Transportation Authority of Marin. On April 4th, the launch timed to support the beginning of Giants season.

Upcoming Service Improvements

On March 16th, Sonoma County Transit (SCT) changed alignment of **Route 20** to provide better connection to SMART in Downtown Santa Rosa. Route 20 connects the Lower Russian River area and Sebastopol to the Santa Rosa Transit Mall via Hwy 12 and the bus stops on 3rd Street to provide a SMART connection.

Pathway Opening Events

Join us to celebrate the opening of two new segments of the SMART Pathway/Great Redwood Trail in Sonoma County.

- *Rohnert Park to Santa Rosa Walk, Ride, Roll—Saturday, April 26th at 10:30 am*
Start location: SMART Rohnert Park Station
End location: Andy Lopez Unity Park
- *Petaluma to Penngrove Walk, Ride, Roll—Sunday, April 27th at 10:30 am*
Start location: SMART Petaluma North Station
End location: Penngrove Market Patio

Construction Update

Windsor Extension:

- Final Track Work
- Parking Lot Fencing
- Rail Grinding

Pathway Project:

- Scenic Avenue Crossing paving
- Signal wire at Todd Road

Windsor Extension Update

- Completing Train Control Systems Installation
- Next steps
 - Train testing planned for April and testing will take longer due to limited hours
 - Testing hours limited to 7am to 10pm to mitigate community disruption

- Requires closure of Airport Station on multiple weekends
- Pre-Revenue testing planned for May
- **Temporary Closure Dates** -Sonoma County Airport Station
 - April 5-6, April 12-13, April 20, and April 26-27 (*tentative*)
- Systems Testing – Starting early April
 - One test train operating between Sonoma County Airport Station and Windsor Station
 - Grade Crossing Warning Systems (Lights, Gates, Bells) - Proves safe operation of warning devices
 - Train Control System (Speed Enforcement) - Proves proper speed enforcement throughout Windsor Extension
 - Public will hear the train horn and bell at grade crossings, along with bells located on warning devices - **Between 7 am and 10 pm, 7 days a week**
- Simulated Service – Starting Early May
 - Involves SMART operating full-frequency revenue service without passengers
 - Provides time to familiarize engineers with the new territory
 - Enables extension of systems testing under full-frequency operation
 - Until Town of Windsor establishes a Quiet Zone, public will hear the train horn at Shiloh Road, Mitchell Lane, the Windsor Roundabout, and Windsor Station Access crossing
 - 42 trips per day (plus deadhead trips); Weekdays: 4:00am and 10:30pm; Weekends: 6:30am and 9:30pm
- **Federal Regulations require SMART’s engineers to sound the horn approaching grade crossings**
- Opening for Passenger Service
 - Start of passenger service – Late May 2025
 - Grand Opening Event – June 13, 2025 (*tentative*)

2026 Election Cycle

- 2026 choices: June (Primary Election); November (General Election)
- Requirements: At least 88 days prior to election
- Board passes resolution containing the following information:
 - Calls for an election to put a measure on the ballot
 - Requests Sonoma/Marin County Supervisors to consolidate the election with other elections held on the same date
 - Requests Sonoma/Marin County Supervisors permit the Elections Department to provide election services (SMART will pay for cost incurred)
 - Provides text of measure question to appear on the ballot (75-word limit)
- Pre-work required
 - Determine readiness (survey)
 - Develop expenditure plan
 - Draft and adopt Ordinance and ballot question
 - Draft and adopt resolution to place tax measure in the next election

Highlight of Month

General Manager Cumins presented a video of National Transit Employee Appreciation Day on March 18, 2025.

Board Comments

Director Colin stated that she attended the Marin Conservation League meeting and General Manager Cumins gave a great presentation. She thanked General Cumins for acknowledging National Transit Employee Day.

Director Paulson asked if staff has projected ridership to the Windsor Station. General Manager Cumins stated that Windsor Station is expected to be the No. 2 station and will exceed expectations. Director Paulson asked for clarification of unique riders on SMART. General Manager Cumins responded that there are approximately 130,000 unique riders.

Director Lucan stated that the clock is ticking if SMART plans for the 2026 Elections. General Manager Cumins responded that if the Board decides and recommends that 2026 is the year, staff can start to draft documents and bring materials back to the Board and public for feedback at future meetings.

Chair Coursey suggested having a timeline of items needed for the June or November 2026 election.

Director Kelley suggested performing community and survey pooling of the Sales Tax Initiative.

General Manager Cumins stated that he will provide draft documents at the April meeting to receive feedback from the Board and public.

5. Public Comment on Non-Agenda Items

Dani Sheehan-Meyer asked for clarification regarding the Citizens Initiative vs. Board Ballot. General Manager Cumins responded that the Board and staff have no control over the Citizens Initiative and SMART focus is to get 2/3rd of the vote.

Duane Bellinger stated that he is a regular rider of SMART. He welcomed the new board members.

Jack Swearngen asked what a unique rider is. General Manager Cumins responded that a unique rider is someone who has taken the train in the last 11 months.

6. Consent

- a. Accept Monthly Ridership Report – February 2025
- b. Approve Monthly Financial Status Report

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

Board Comments

Director Milberg asked for clarification on the Monthly Financial Report page 19, line-item Passenger Fares and page 23, line-item Passenger Expenditures- Facilities. Ms. McKillop responded to Director Milberg questions.

MOTION: Director Milberg moved approval of Consent Agenda as presented. Director Lucan second. The motion carried 11-0 (Director Fleming absent).

7. Adopt a Resolution Authorizing the General Manager to Execute Contract No. CV-PS-24-003 with BKF Engineers for the Design and Permitting of Puerto Suello Non-Motorized Pathway in an amount of \$540,665.62 – *Presented by Chief Engineer, Bill Gamlen*

Chief Engineer, Bill Gamlen provided a presentation which is located on SMART's website. Highlights include:

Puerto Suello Pathway – Environmental Clearance and Design

- Puerto Suello Pathway Design and Permitting
- Pathway Feasibility Study
- Orientation
- Study Area
- Caltrans – SMART Route
- Environmental review and prepare preliminary engineering

SMART issued a Request for Proposal and received two proposals. The Selection Committee determined that BKF Engineers as the highest-ranking proposer. Staff recommends approval of Resolution No. 2025-02 authorizing the General Manager to Execute Contract No. CV-PS-24-003 with BKF Engineers in an amount of \$540,665.62 with the term through February 28, 2026.

Board Comments

Director Colin stated that this is a very exciting project that will connect communities from Puerto Suello and Downtown San Rafael.

Vice Chair Sackett stated she is very excited about this project. She asked for clarification of Merrydale section. Chief Engineer, Bill Gamlen responded that the final details will be in the feasibility study.

Director Milberg asked for clarification on page 61 – Optional Tasks. Chief Engineer, Bill Gamlen responded that optional tasks are incorporated into the contract if the work will be needed.

Director Paulson asked if there is any estimate construction cost for the path. Chief Engineer Bill Gamlen responded that estimate cost was done as part of the feasibility study in 2022.

Director Cader Thompson asked for clarification of term potholing. Chief Engineer Bill Gamlen responded that potholing is conducted when there is a need to determine where utility conflicts are anticipated.

Director Kelley voiced her concern of the engineering estimates of the Feasibility report which are old. She asked if staff feels relatively justified in proceeding, even though they are not firm cost estimates. Chief Engineer Bill Gamlen responded that the feasibility report options were discussed, and it seems that it is the correct approach.

Director Garbarino stated that is an Olympic ride on a bicycle on both sides.

Director Rabbitt stated that he is supportive of the project and thanked staff for continuing to work on gap closures and many are very expensive.

Chair Coursey asked when the project will be constructed. Chief Financial Officer, Heather McKillop responded that the project would have to be incorporated into SMART's Capital Plan. General Manager Cumins stated that the project will be shovel ready and able to compete for any future grants.

Public Comments

Matthew Hartzell thanked SMART staff for bring this project to this stage. He supports this project and excited that is moving forward.

Warren Wells thanked the Board and SMART staff for continuing to work on this project. He said he can help SMART staff to bring funds to complete the project.

MOTION: Director Colin moved to Adopt a Resolution Authorizing the General Manager to Execute Contract No. CV-PS-24-003 with BKF Engineers for the Design and Permitting of Puerto Suello Non-Motorized Pathway in an amount of \$540,665.62 as presented. Vice Chair Sackett second. The motion carried 11-0 (Director Fleming absent).

8. Authorize the General Manager to Award Contract No. MK-PS-25-001 to Lamar Transit, LLC for Transit Advertising Services at No Cost to SMART – *Presented by Communications and Marketing Specialist, Allison Mattioli*

Communications and Marketing Specialist, Allison Mattioli provided a presentation which is located on SMART's website. Highlights include:

Lamar Transit Advertising Services

- Background
- Current Advertising
- Procurement Process Overview
- Selection Process
- Final Impacts and Contract Terms
- Ad Content Guidelines
- Next Steps

Lastly, staff recommends authorizing the General Manager to award a contract to Lamar Transit for the initial three-year term. The contract is at no cost to SMART and is estimated to generate between \$180, 000 to \$280,000 in revenue annually.

Board Comments

Director Lucan asked if there is a different fee structure for non-profits advertisements. Ms. Mattioli responded that it was not identified.

Director Milberg asked for clarification of SMART cost and other SMART property (pg. 210). Ms. Mattioli responded there is some administrative cost. The contract is only for advertising on platforms and on board and can allow on SMART property later.

Public Comment

Duane Bellinger suggested including a list of stores/businesses within a ½ mile from SMART stations. General Manager Cumins responded that it could be very difficult and expensive to create a list.

Director Rabbitt asked if there is an amount for SMART advertising in the contract. Ms. Mattioli responded yes.

Director Lucan stated that the goal is to maximize space and bring revenue.

MOTION: Director Rabbitt moved to Authorize the General Manager to Award Contract No. MK-PS-25-001 to Lamar Transit, LLC for Transit Advertising Services at No Cost to SMART as presented. Director Lucan second. The motion carried 11-0 (Director Fleming absent).

9. Next Regular Meeting Board of Directors, **April 16, 2025 – 1:30 PM** – 5401 Old Redwood Highway, 1st Floor, Petaluma, CA 94954
10. Adjournment – Meeting adjourned at 2:38pm

Respectfully submitted,

/s/
Leticia Rosas
Clerk of the Board

Approved on: _____



Chris Coursey, Chair
Sonoma County Board of Supervisors

Mary Sackett, Vice Chair
Marin County Board of Supervisors

Janice Cader Thompson
Sonoma County Mayors' and
Councilmembers Association

Kate Colin
Transportation Authority of Marin

Victoria Fleming
Sonoma County Mayors' and
Councilmembers Association

Patty Garbarino
Golden Gate Bridge,
Highway/Transportation District

Ariel Kelley
Sonoma County Mayors' and
Councilmembers Association

Eric Lucan
Marin County Board of Supervisors

Mark Milberg
Transportation Authority of Marin

Barbara Pahre
Golden Gate Bridge,
Highway/Transportation District

Gabe Paulson
Marin County Council of Mayors and
Councilmembers

David Rabbitt
Sonoma County Board of Supervisors

Eddy Cumins
General Manager

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Petaluma, CA 94954
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www.SonomaMarinTrain.org

April 16, 2025

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

SUBJECT: Monthly Ridership Report – March 2025

Dear Board Members:

RECOMMENDATIONS: Accept Monthly Ridership Report

SUMMARY:

We are presenting the monthly ridership report for activity for the month of March 2025. 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). 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 March 2025 is posted on the SMART website (<https://sonomamarintrain.org/RidershipReports>).

FISCAL IMPACT: None

REVIEWED BY: [x] Finance /s/ [x] Counsel /s/

Respectfully,
/s/
Emily Betts
Planning Manager

Attachment(s): Monthly Ridership Report – March 2025

MARCH 2025 SMART RIDERSHIP REPORT

March 2025 saw a significant increase from the previous month in ridership, with average weekday ridership at 3,646, up 7% from February. Average Saturday and Sunday ridership increased by 20% and 8%, respectively, from the previous month. Total monthly ridership was 96,100, 43% over March 2024 and 65% over March 2019 (pre-COVID). Average Saturday ridership for March 2025 was 89% over March 2024, and average Sunday ridership was 62% over February 2024. March 2025 had the highest average Saturday ridership for the system to date (2,286).

As a reminder, SMART modified services in March 2020 due to the COVID-19 pandemic, with weekend service annulled and weekday service reduced to 16 trips. In May 2021, SMART added back 10 weekday trips. Saturday service was restored in May 2021, and Sunday service in May 2022. In June 2022, SMART added 10 additional weekday trips, and in October 2022, SMART added 2 additional midday trips, for a schedule of 38 trips per weekday. In May 2023, SMART added two evening trips on Friday and Saturday, known as the Starlighter. In October 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.

The tables below present data for March 2024 and 2025 year-over-year, and the Fiscal Year to date (July-March). Ridership for the fiscal year to date (FY25) is tracking 31% over the same time period for FY24.

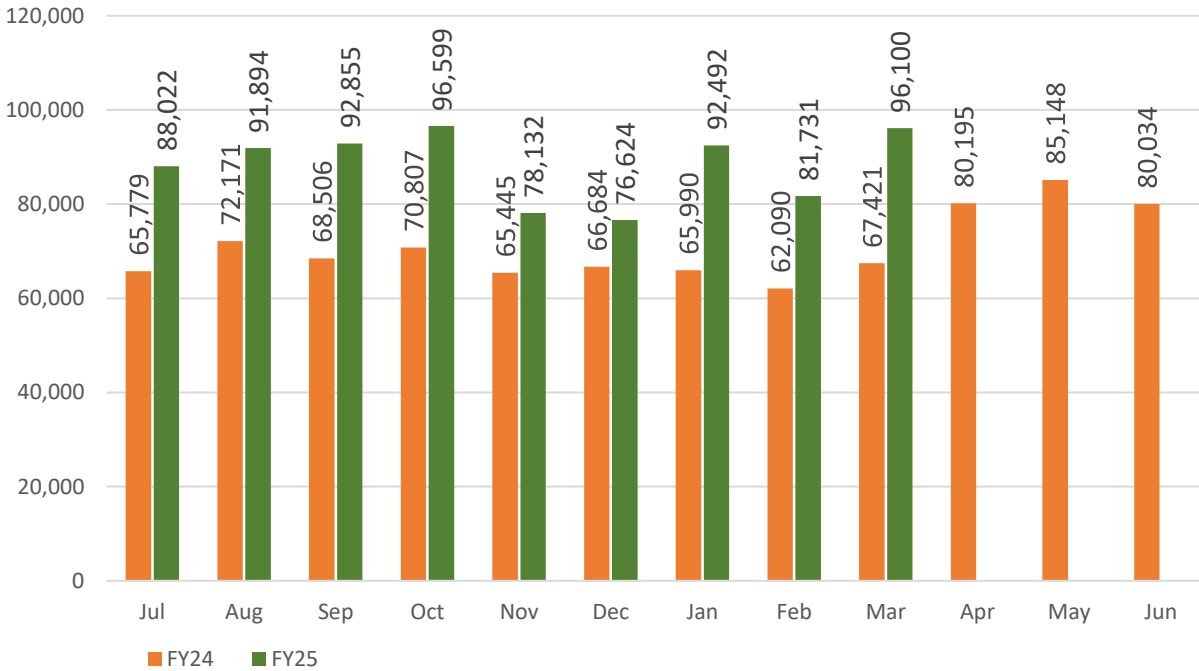
MONTHLY TOTALS YEAR-OVER-YEAR	MARCH 2024	MARCH 2025	% Change
Ridership	67,421	96,100	43%
Fare Payments (Clipper + App Only)	53,148	49,095	-8%
Average Weekday Ridership	2,684	3,646	36%
Average Saturday Ridership	1,211	2,286	89%
Average Sunday Ridership	999	1,620	62%
Bicycles	8,466	11,288	33%
Mobility Devices	94	273	190%

**Discrepancy between total ridership change and fare payments change due to launch of Free Fare program for youth and seniors on April 1, 2024.*

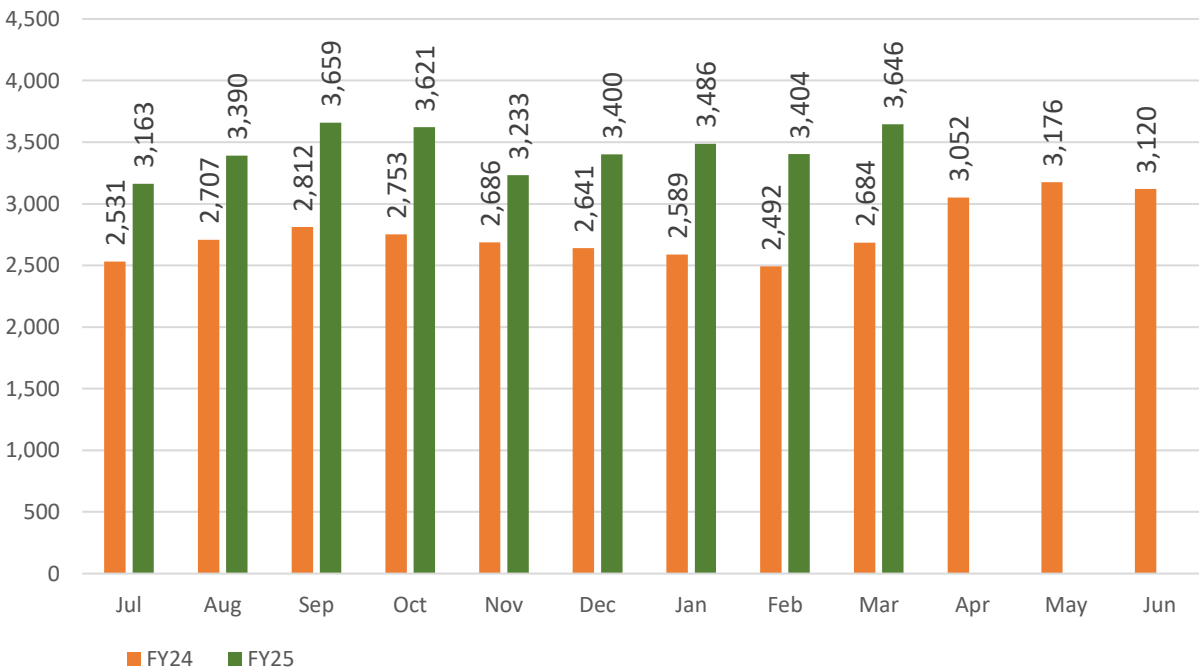
FISCAL YEAR (Jul - Mar)	Fiscal Year 2024	Fiscal Year 2025	% Change
Ridership	604,893	794,449	31%
Fare Payments (Clipper + App Only)	472,080	420,786	-11%
Average Weekday Ridership	2,970	3,447	16%
Average Saturday Ridership	1,379	2,000	45%
Average Sunday Ridership	1,113	1,718	54%
Bicycles	82,064	103,893	27%
Mobility Devices	1,239	1,946	57%

The following charts compare the average weekday ridership, average weekend ridership, and monthly totals for FY24-FY25.

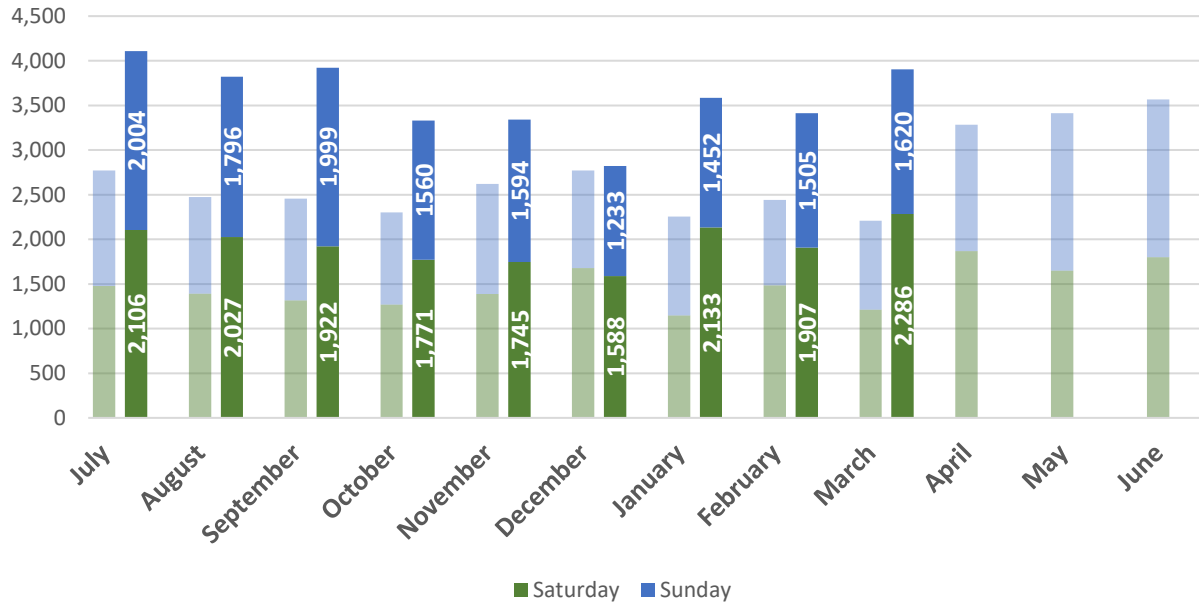
SMART Monthly Ridership (FY24 - FY25)



SMART Average Weekday Ridership (FY24 - FY25)



SMART Average Weekend Boardings (FY24 - FY25)

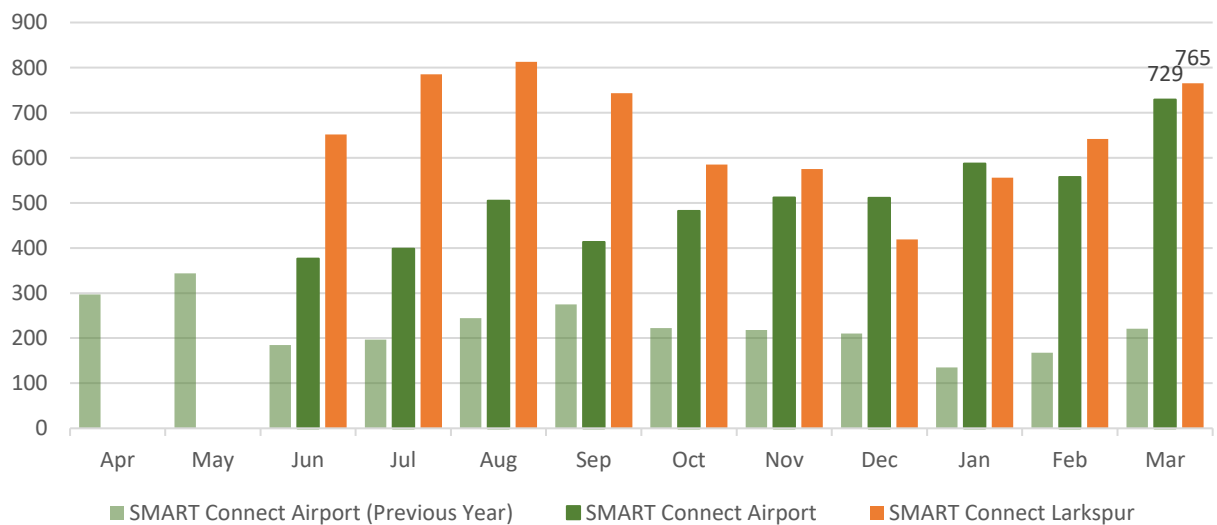


SMART Connect Program

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.

Total March monthly ridership for the SMART Connect program was 1,494 riders, the highest monthly ridership for the program to date.

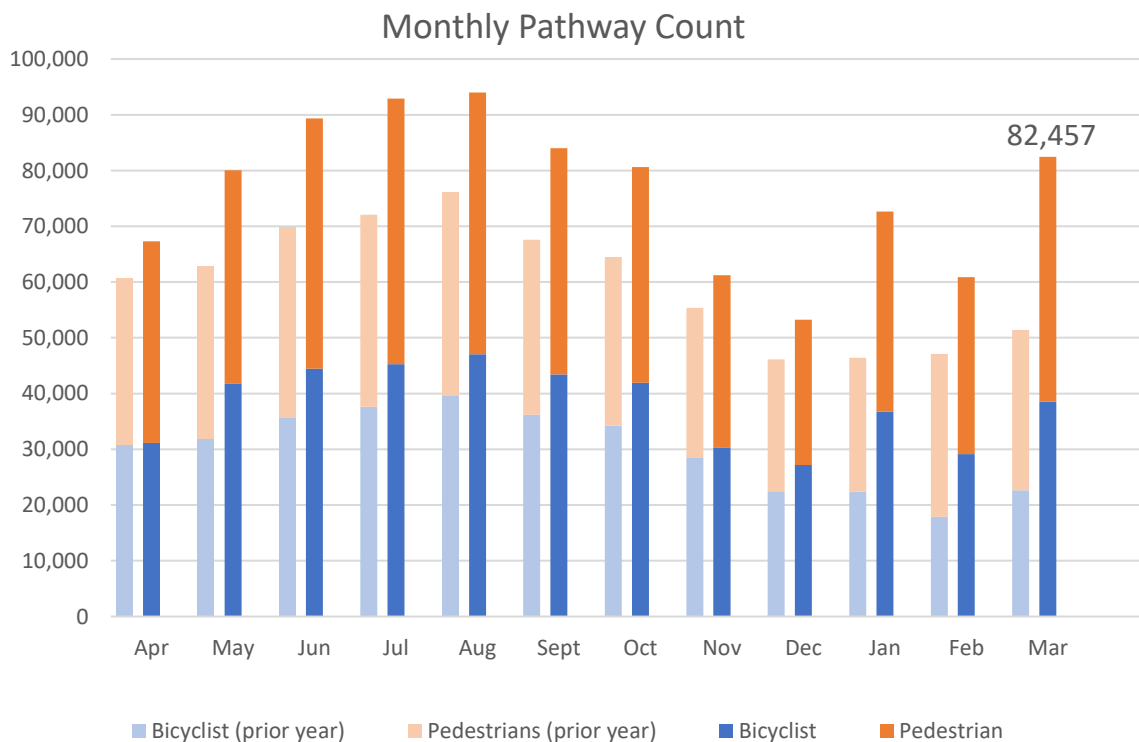
SMART Connect Monthly Ridership



SMART Pathway

As of March 2025, SMART has installed 13 counters on the Pathway, with six in Marin County and seven 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 March 2025, SMART counted 82,457 users on the pathway, an increase of 60% over the prior year, and the largest year over year increase SMART has measured. The increased counts are attributed to higher volumes of users on existing pathway as well as counts of users on newly opened pathway segments. The counts also include any use of the unopened segment of pathway between Rohnert Park and Santa Rosa and the unopened segment in Windsor.





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April 16, 2025

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

SUBJECT: Monthly Financial Status

Dear Board Members:

RECOMMENDATION: Approve Monthly Financial Reports

SUMMARY:

This report provides information for the first eight months of Fiscal Year (FY) 2025. It includes details on the Board Adopted Budget through Budget Amendment #10.

In the attached document, you will find separate charts showing budgeted and actual revenues and expenditures for both passenger rail and freight. The "actual" columns reflect revenues and expenditures for the first eight months of FY 2025 (July to February). Additionally, for passenger rail, we have included more detailed information on sales tax and fare revenues, presenting current data as well as comparative figures from the last five years (FY 2021 to FY 2025).

Actual sales tax collections are expected to be lower than anticipated between now and the end of the fiscal year by about \$2 million. However, fare revenues are consistent with the forecasted amounts for the first eight months. The report also outlines the approved budget, actual expenditures, and remaining budget. Please note that expenditures do not always occur in a straight-line manner; many large expenses, such as debt service, only occur at specific intervals. Furthermore, we have included information regarding SMART's investment policy, detailing where our funds are held and the current amounts. We also present the current obligations, reserves, and fund balance requirements for FY 2025.

Sincerely,

/s/
Heather McKillop
Chief Financial Officer

Attachment(s):

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



MONTHLY FINANCIAL STATUS
February 2025

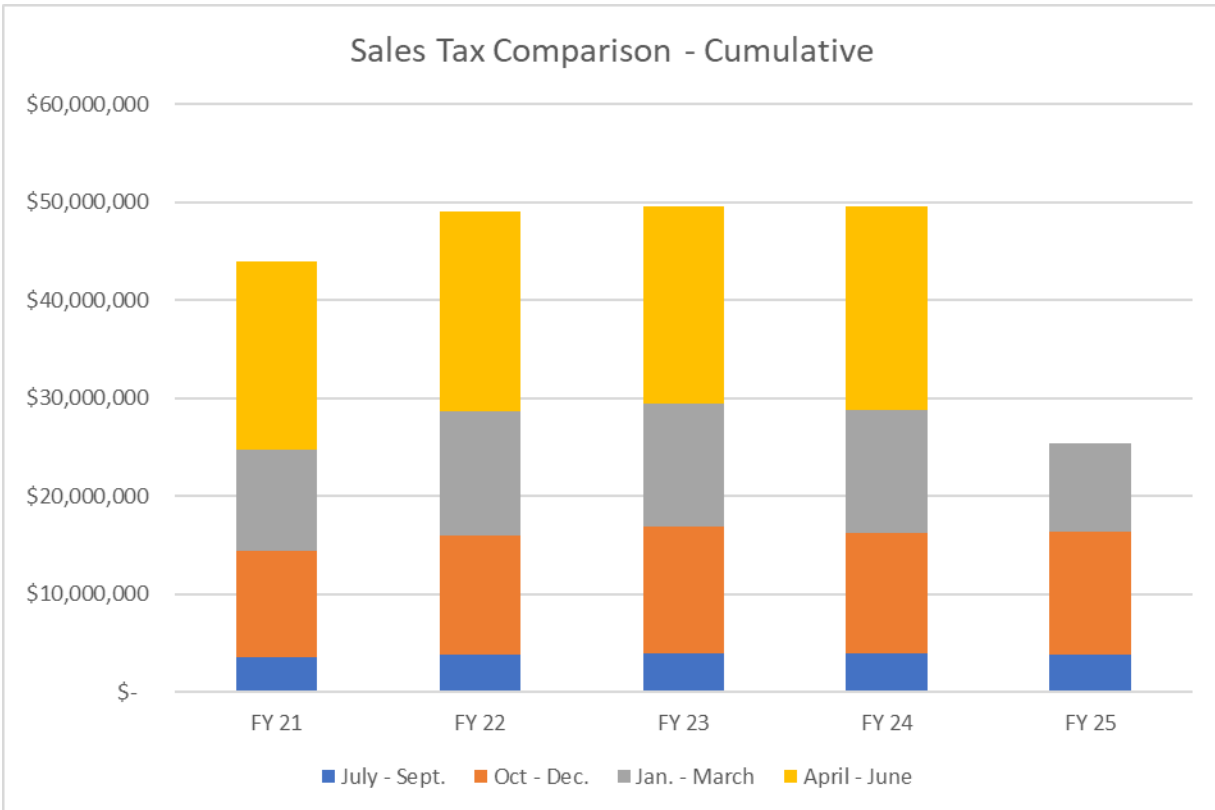
PASSENGER REVENUES

	FY 2024-25 Approved Budget + Amendments #1 - #10	Actual	Amount Over / (Under) Budget	% Over/(Under) Budget	% Time Remaining in the Year
Revenues					
Passenger Rail					
Sales/Use Taxes	\$ 50,426,000	\$ 25,365,746	\$ (25,060,254)	-50%	33%
Sales Collections		\$ (331,940)	\$ (331,940)		
Interest and Lease Earnings	\$ 1,979,636	\$ 2,120,614	\$ 140,978	7%	33%
Miscellaneous/ Other Revenue	\$ 295,921	\$ 191,539	\$ (104,382)	-35%	33%
Passenger Fares	\$ 2,215,290	\$ 1,469,974	\$ (745,316)	-34%	33%
Parking Fares	\$ 11,400	\$ 11,720	\$ 320	3%	33%
Shuttle Fares	\$ 1,200	\$ 5,089	\$ 3,889	324%	33%
State Grants	\$ 54,788,550	\$ 263,685	\$ (54,524,865)	-100%	33%
Federal Funds	\$ 8,444,271	\$ 707,409	\$ (7,736,862)	-92%	33%
Other Governments	\$ 3,312,689	\$ -	\$ (3,312,689)	-100%	33%
Passenger Rail	\$ 121,474,957	\$ 29,803,836	\$ (91,671,121)	-75%	33%

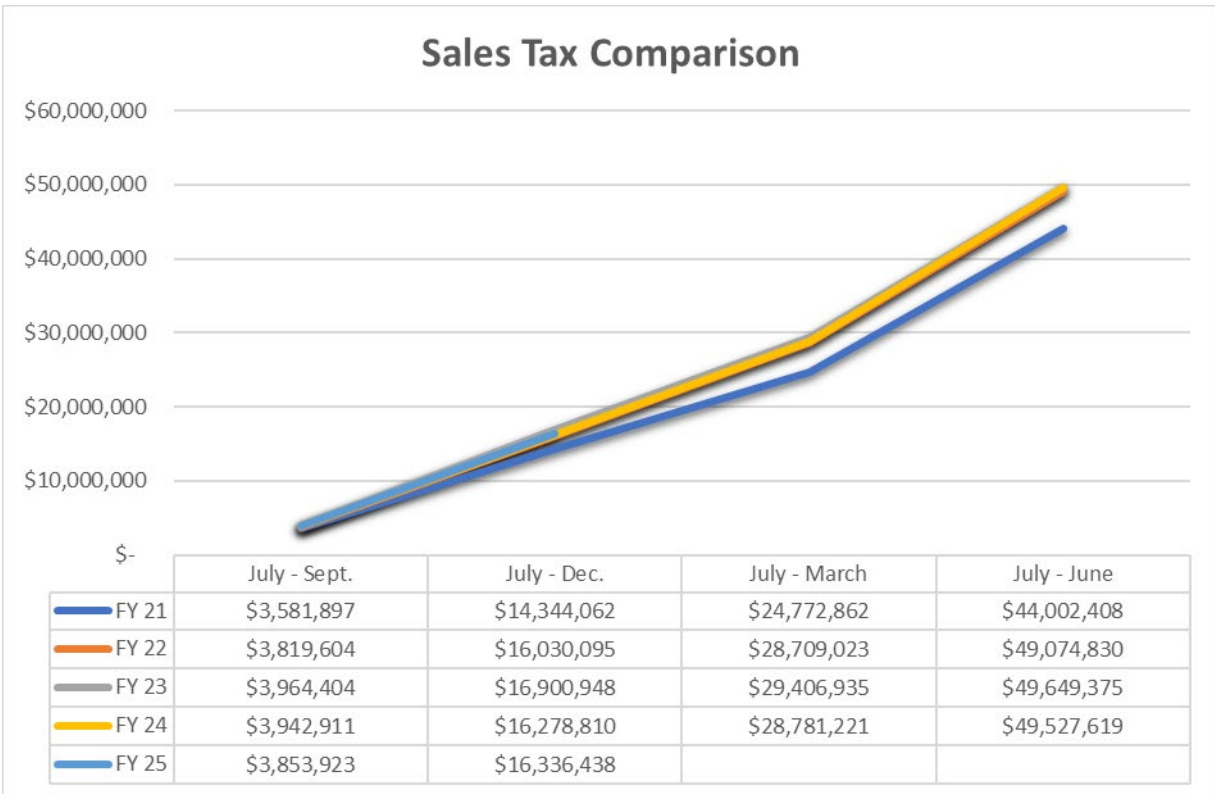
**Measure Q Sales Tax
Fiscal Year (FY) 2025**

Time Period	July - Sept.	Oct - Dec.	Jan. - March	April - June
FY 25 Forecasted Sales Tax	\$ 3,900,000	\$ 12,500,000	\$ 12,600,000	\$ 21,426,000
Actual	\$ 3,853,923	\$ 12,482,515	\$ 9,029,308	
Difference	\$ (46,077)	\$ (17,485)	\$ (3,570,692)	\$ (21,426,000)

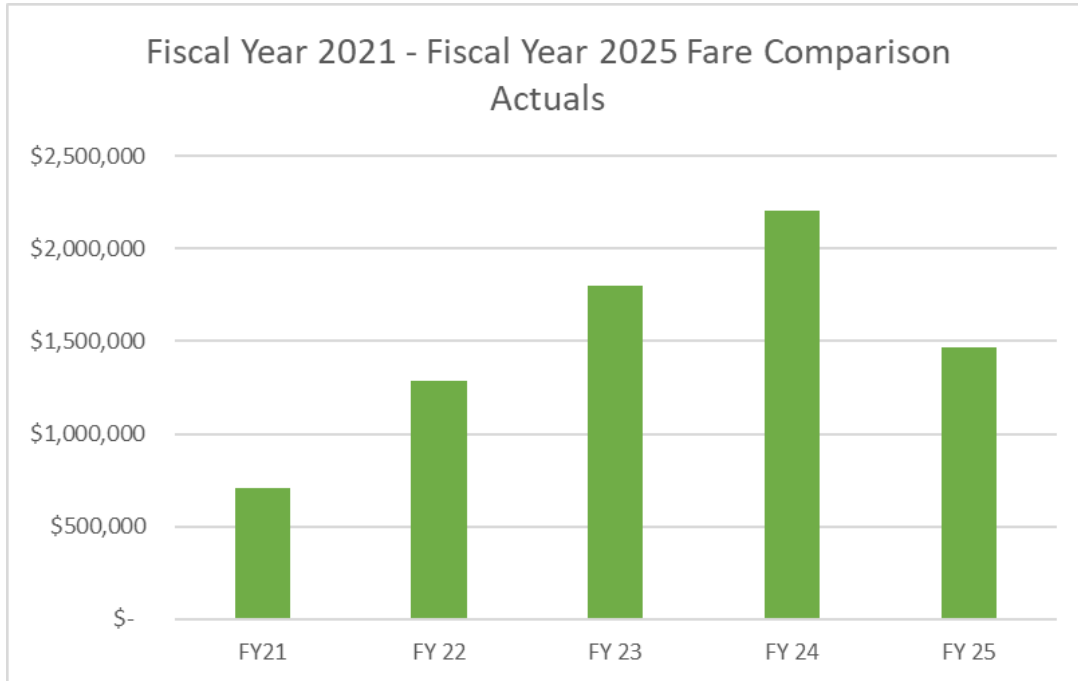
**Fiscal Year 2021-2025 Net Sales Tax Comparison
(by Quarter)**



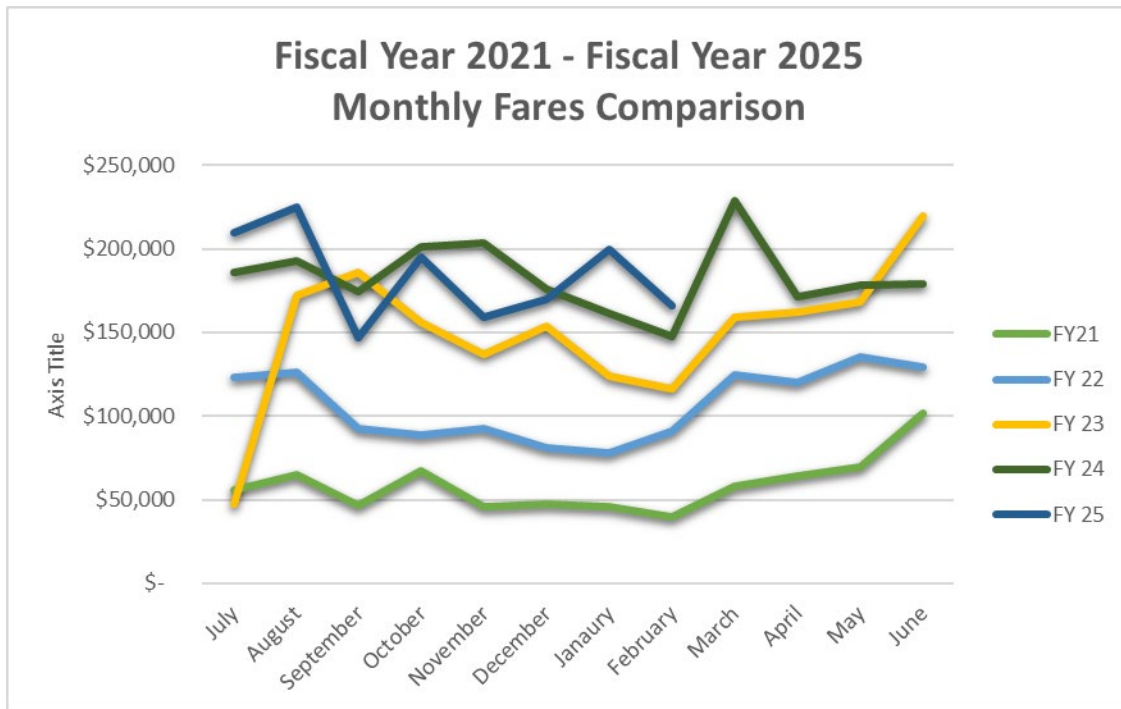
Fiscal Year 2021-2025 Cumulative Sales Tax Comparison



Fiscal Year 2021-2025 Fare Revenue Comparison



Fiscal Year 2021-2025 Monthly Fare Revenue Comparison



PASSENGER EXPENSES

	FY 2024-25 Approved Budget + Amendments #1 - #10	Actual	Amount Over / (Under) Budget	% Over/(Under) Budget	% Time Remaining in the Year
Passenger Expenditures					
Administration					
Salaries & Benefits	\$ 7,180,063	\$ 4,375,679	\$ (2,804,384)	-39%	33%
Services & Supplies	\$ 12,281,971	\$ 4,368,235	\$ (7,913,736)	-64%	33%
Administration Subtotal	\$ 19,462,034	\$ 8,743,914	\$ (10,718,120)	-55%	33%
Operations					
Salaries & Benefits	\$ 19,720,160	\$ 12,291,573	\$ (7,428,587)	-38%	33%
Services & Supplies	\$ 7,112,015	\$ 2,703,369	\$ (4,408,646)	-62%	33%
Operations Subtotal	\$ 26,832,175	\$ 14,994,942	\$ (11,837,233)	-44%	33%
Capital					
Salaries & Benefits	\$ 1,909,850	\$ 391,481	\$ (1,518,369)	-80%	33%
Services & Supplies	\$ 4,094,796	\$ 805,635	\$ (3,289,161)	-80%	33%
Capital Subtotal	\$ 6,004,646	\$ 1,197,116	\$ (4,807,530)	-80%	33%
Total Passenger Expenditures	\$ 52,298,855	\$ 24,935,972	\$ (27,362,883)	-52%	33%
Passenger (Capitalized) Expenditures					
Facilities	\$ 65,293,730	\$ 45,851,380	\$ (19,442,350)	-30%	33%
Infrastructure	\$ 2,484,051	\$ 2,121,216	\$ (362,835)	-15%	33%
Equipment	\$ 2,054,136	\$ 94,705	\$ (1,959,431)	-95%	33%
Nonrevenue vehicles	\$ 971,305	\$ 400,875	\$ (570,430)	-59%	33%
Revenue vehicles	\$ -	\$ -	\$ -		33%
Land	\$ 1,313,032	\$ 1,313,032	\$ -	0%	33%
Other Governments	\$ 1,139,812	\$ 801,503	\$ (338,309)	-30%	33%
Total Passenger (Capitalized) Expenditures	\$ 73,256,066	\$ 50,582,711	\$ (22,673,355)	-31%	33%
Passenger Expenditures + Capitalized	\$ 125,554,921	\$ 75,518,683	\$ (50,036,238)	-40%	33%

FREIGHT REVENUES

	FY 2024-25 Approved Budget + Amendments #1 - #10	Actual	Amount Over / (Under) Budget	% Over/(Under) Budget	% Time Remaining in the Year
Revenues					
Freight					
State Operating/ Capital Grant (42341)	\$ 606,785	\$ -	\$ (606,785)	-100%	33%
Sales Collections	\$ -	\$ -	\$ -	\$ -	33%
State Shortline Grant	\$ 399,776	\$ -	\$ (399,776)	-100%	33%
Freight Movement Fees	\$ 700,000	\$ 603,594	\$ (96,406)	-14%	33%
Leases	\$ 270,000	\$ 221,013	\$ (48,987)	-18%	33%
Freight Storage	\$ 104,800	\$ 87,802	\$ (16,998)	-16%	33%
45(g) Tax Credit & Misc. Revenues	\$ 593,000	\$ 253,449	\$ (339,551)	-57%	33%
Freight	\$ 2,674,361	\$ 1,165,858	\$ (1,508,503)	-56%	33%

FREIGHT EXPENSES

	FY 2024-25 Approved Budget + Amendments #1 - #10	Actual	Amount Over / (Under) Budget	% Over/(Under) Budget	% Time Remaining in the Year
Freight Expenditures					
Administration					
Salaries & Benefits	\$ -	\$ -	\$ -	\$ -	33%
Services & Supplies	\$ -	\$ -	\$ -	\$ -	33%
Administration Subtotal	\$ -	\$ -	\$ -	\$ -	33%
Operations					
Salaries & Benefits	\$ 947,674	\$ 516,609	\$ (431,065)	-45%	33%
Services & Supplies	\$ 1,118,767	\$ 395,486	\$ (723,281)	-65%	33%
Operations Subtotal	\$ 2,066,441	\$ 912,095	\$ (1,154,346)	-56%	33%
Capital					
Salaries & Benefits	\$ -	\$ 950	\$ 950	100%	33%
Services & Supplies	\$ 607,920	\$ 191,922	\$ (415,998)	-68%	33%
Capital Subtotal	\$ 607,920	\$ 192,872	\$ (415,048)	-68%	33%
Total Freight Expenditures	\$ 2,674,361	\$ 1,104,967	\$ (1,569,394)	-59%	33%
Freight (Capitalized) Expenditures					
Facilities		\$ -	\$ -		33%
Infrastructure		\$ -	\$ -		33%
Equipment		\$ -	\$ -		33%
Nonrevenue vehicles		\$ -	\$ -		33%
Revenue vehicles		\$ -	\$ -		33%
Land		\$ -	\$ -		33%
		\$ -	\$ -		33%
Total Freight (Capitalized) Expenditures	\$ -	\$ -	\$ -	\$ -	33%
Freight Expenditures + Capitalized	\$ 2,674,361	\$ 1,104,967	\$ (1,569,394)	-59%	33%

CAPITAL PROJECTS

Capital Project Report	Feb-25				
	Total Project Budget	Expended in Prior Fiscal Years	Budgeted in FY25	Remaining to be Budgeted in Future Years	Project Status
PASSENGER RAIL PROJECTS					
Extension: Windsor Civil	\$ 55,560,845	\$ 37,217,067	\$ 18,343,778	\$ -	Under construction. Estimated grand opening June 2025.
Extension: Windsor Systems	\$ 18,102,142	\$ 8,392,880	\$ 9,709,262	\$ -	Under construction. Estimated grand opening June 2025.
Extension: Windsor Pedestrian Undercrossing	\$ 4,300,000	\$ 2,127,124	\$ 2,172,876	\$ -	Under construction as part of the Windsor Extension project.
Town of Windsor Utility Crossing	\$ 407,100	\$ -	\$ 407,100	\$ -	Completed.
Extension: Healdsburg	\$ 268,278,000	\$ -	\$ 3,250,000	\$ 265,028,000	Preparation for progressive design-build process under way.
Station: Petaluma North	\$ 14,416,187	\$ 5,131,792	\$ 9,284,395	\$ -	Station opened January 10, 2025.
SGR: McDowell Grade Crossing	\$ 4,005,892	\$ 1,521,842	\$ 2,484,050	\$ -	Completed track work.
City of Petaluma North McDowell Paving Project	\$ 886,712	\$ 174,760	\$ 711,953	\$ -	Completing final punchlist items.
Pathway: Golf Course to Bellevue and Southpoint to Penngrove Construction	\$ 20,814,815	\$ 3,947,547	\$ 16,847,271	\$ 19,997	Construction is in progress. Opening pathway segments April 2025.
Pathway: Design for 7 Segments in Marin and Sonoma Counties	\$ 3,936,755	\$ 2,408,679	\$ 1,304,423	\$ 223,653	Conducting engineering design and pursuing environmental permits to prepare for construction.
Pathway: Design for 5 Segments in Marin County	\$ 6,323,781	\$ 1,663,579	\$ 4,038,421	\$ 621,781	Conducting engineering design and pursuing environmental permits to prepare for construction.
Pathway: Construction for Mcinnis to Smith Ranch	\$ 4,841,108	\$ 1,645,339	\$ 3,073,668	\$ 122,101	Construction completed and grand opening held January 25, 2025.
Pathway: Joe Rodota Trail	\$ 523,862	\$ 56,108	\$ 465,985	\$ 1,769	Awaiting funding allocation.
City of Santa Rosa W. 3rd Street Grade Crossing Design	\$ 153,855	\$ 122,719	\$ 13,987	\$ 17,149	Currently in design.
Pathway: Hanna Ranch to Vintage	\$ 6,084,521	\$ -	\$ 200,000	\$ 5,884,521	Currently in design and permitting.
Pathway: Guerneville Rd to Airport Blvd Pathway Construction	\$ 14,618,729	\$ 17,325	\$ 200,000	\$ 14,401,404	Pursuing NEPA clearance.
Puerto Suello Pathway Design and Permitting	\$ 708,227	\$ -	\$ 708,227	\$ -	Bids are in review.
FREIGHT RAIL PROJECTS					
Schellville Grade Crossing Repair	\$ 141,633	\$ -	\$ 141,633	\$ -	Completed in October.
Brazos Branch Bridge Repairs (Phase 2) - Sears Point Drainage	\$ 225,000	\$ -	\$ 225,000	\$ -	In design and procuring materials.
Brazos Branch Bridge Repairs (Phase 2) - Wingo (Sonoma Creek)	\$ 250,000	\$ -	\$ 250,000	\$ -	In design and procuring materials.
Brazos Branch Bridge Repairs (Phase 2) - Novato Creek	\$ 132,920	\$ -	\$ 132,920	\$ -	In design and procuring materials.

INVESTMENTS

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

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

<u>Cash On Hand</u>	
Bank of Marin	\$ 29,309,564
Sonoma County Investment Pool *	\$ 47,949,531
Total Cash on Hand	\$ 77,259,094
<u>Reserves</u>	
Self-Insured	\$ 2,370,675
OPEB/ CalPERS	\$ 5,574,676
Operating Reserve	\$ 11,728,963
Capital Sinking Fund	\$ 11,317,250
Corridor Completion	\$ 7,000,000
Total Reserves	\$ 37,991,564
Cash Balance	\$ 39,267,530
Less: Current Encumbrances	\$ (25,895,943)
Balance	\$ 13,371,587
Less: Estimated FY24 Year-end	\$ (58,478,856)
Fund Balance	\$ (45,107,269)
Remaining Balance	\$ (45,107,269)
* Doesn't include trustee accounts	



Contract Summary

PASSENGER RAIL Active contracts as of February 28, 2025

Contractor	Scope	FY 24/25 Projected	FY 24/25 Actuals
A.J. Janitorial Service	Janitorial Services for all Stations Roblar, ROC and Fulton	\$ 9,140	\$ 9,140
Alcohol & Drug Testing Services, LLC	DOT and FRA-regulated Drug and Alcohol Testing Services	\$ 45,000	\$ 29,840
Allen, Glaessner, Hazelwood LLP	Legal Services for Litigation and Rail Transit Issues	\$ 50,000	\$ -
Alliant Insurance Services	Insurance Brokerage and Risk Management Services	\$ 50,000	\$ -
American Rail Engineers Corporation	Railroad Bridge Inspections, Bridge Engineering, and Related Services	\$ 37,000	\$ 35,550
Asbury Environmental Services (AES)	Hazardous and Non-Hazardous Waste Removal and Disposal Services	\$ 2,575	\$ 2,275
Atlas CopCo Compressors, LLC	Air Compressor Maintenance Services	\$ 1,003	\$ 1,003
Balloon Specialties, LLC	Balloons for Station and Pathway Openings	\$ 2,164	\$ 2,164
BKF Engineers	Design and Engineering Services for MUP Segments in Sonoma and Marin Counties	\$ 273,662	\$ 40,522
Bolt Staffing Service, Inc.	Temporary Staffing Services	\$ 45,000	\$ 35,312
Bright Star Security, Inc.	Security Patrol at SMART's Cal Park Tunnel	\$ 11,436	\$ 7,624
Bureau Veritas Technical Assessments, LLC	Equal Access and ADA Consulting	\$ 25,000	\$ 2,106
Cal Interpreting & Translations	Real Time Translation and Related Services	\$ 13,000	\$ -
Charlie Gesell Photography	Photography Services for Petaluma North & McInnis Pathway Openings	\$ 1,950	\$ 1,950
Cinquini & Passarino, Inc.	Right-of-Way Land Surveying and Related Services	\$ 7,773	\$ -
City Towel & Dust Services, Inc. DBA Sunset Linen & Uniform	Laundrying, Pressing, and Related Services for SMART-Owned Uniforms	\$ 21,723	\$ 608
Clean Solutions Services Inc.	Janitorial and Custodial Services for SMART's Stations, Offices, and Park & Ride Lots	\$ 137,885	\$ 68,480
CocoConsult, LLC	Alternate Construction Project Delivery Advisory Services, Cost Estimation and Negotiation Services	\$ 200,000	\$ 100,171
Code 3 Entertainment Services, LLC	Microtransit Operations and Maintenance Services	\$ 567,433	\$ 320,673
Construction Testing Services	Construction Materials Testing Support Services	\$ 189,625	\$ 17,312
Craft & Commerce	Marketing and Community Outreach Services and Support	\$ 93,000	\$ -
CSW/Stuber-Stroeh Engineering Group	Design and Engineering Services for 5 MUP Segments in Marin County	\$ 683,104	\$ 8,586
CSW/Stuber-Stroeh Engineering Group	Design and Engineering for Petaluma North Station, N. McDowell Grade Crossing, Segments 2 & 3 Pathway	\$ 382,800	\$ 180,420
Data Ticket	Processing Parking Fines for Illegal Parking	\$ 1,800	\$ 1,050
Defense Block Security	Security and Patrol Services	\$ 5,360	\$ 5,135
Dr. Lance O'Connor	Occupational Health Screening Services	\$ 5,000	\$ 1,720
Dudek	Biological and Cultural Resource Monitoring	\$ 195,000	\$ -
Dunnigan Psychological & Threat Assessments, LLC	Employment-Related Psychological Evaluation Services	\$ 25,000	\$ 9,125
Eide Bailly LLP	Financial Audit Services	\$ 61,110	\$ 55,100
eLock Technologies, LLC	Station Bike Lockers - Ongoing Maintenance and Support Services	\$ 11,850	\$ 9,488
Federated Indians of Graton Rancheria	Tribal Monitoring for Ground-Disturbing Activities - SoCo Pathway	\$ 20,000	\$ 6,097
Fehr & Peers	Comprehensive Quality of Life and Impact Assessment	\$ 413,113	\$ 77,740
FinQuery (formerly LeaseQuery, LLC)	GASB Pension Compliance Services (Actuarial Calculations)	\$ 11,735	\$ 11,735
Foster & Foster (formerly Demsey, Filliger, & Associates, LLC)	GASB Pension Compliance Services (Actuarial Calculations)	\$ 1,250	\$ -
Gary D. Nelson Associates, Inc.	Temporary Staffing and Placement Services	\$ 55,000	\$ 2,042
George Hills Company, Inc.	Third Party Claims Administration Services	\$ 30,000	\$ 1,033
Ghilotti Bros, Inc.	Construction of NMP McInnis to Smith Ranch	\$ 2,857,890	\$ 1,907,509
Golden Five, LLC	Microsoft 365 Consulting Services	\$ 54,389	\$ 51,800
GP Crane & Hoist	Cal/OSHA Inspection Services	\$ 5,995	\$ 2,640
Granicus, Inc.	Media Streaming and Internet Broadcasting Services	\$ 13,503	\$ 13,503
Hanford A.R.C.	Implementation and Monitoring, San Rafael Creek Riparian Enhancement Project	\$ 29,841	\$ 15,505
Hanford A.R.C.	Maintenance and Monitoring the the Las Gallinas Creek Watershed Riparian Enhancement Planting	\$ 17,425	\$ 10,013
Hanson Bridgett LLP	Legal Services - Union Negotiations	\$ 120,000	\$ 10,249
HCI Systems, Inc.	Fire Equipment Inspection and Certification	\$ 2,841	\$ 2,841
Heartwood Studios, Inc. DBA Heartwood. Inc.	Online Rail Simulation Courses	\$ 1,995	\$ 1,995
Holland Company	Track Geometry and Measurement Services	\$ 24,000	\$ 24,000
Hunt and Sons, Inc.	Bulk Delivery of Motor Oil (15W40)	\$ 19,713	\$ 13,128
Integrated Security Controls, Inc.	On-Call CCTV Maintenance Support	\$ 7,757	\$ 1,855
Intelligent Technology Solutions, LLC	Maximo SaaS Development, Implementation, and Related Services	\$ 75,000	\$ -
Khoury Consulting, LLC	California State Legislative and Advocacy Services	\$ 120,000	\$ 70,000
Lewis, Brisbois, Bisgaard & Smith LLP	Various legal services related to transit	\$ 65,000	\$ 483
Lisa Wolper, LCSW, SAP	Substance Abuse Professional Services	\$ 1,400	\$ 650
Masabi LLC	SMART Mobile Ticketing Pilot Project	\$ 66,250	\$ 35,250

Contractor	Scope	FY 24/25 Projected	FY 24/25 Actuals
MaxAccel	FRA Regulatory Compliance Software	\$ 31,664	\$ 17,643
MaxAccel	Learning Management System	\$ 15,832	\$ 11,824
Militus, Inc.	Cybersecurity and Network Threat Analysis and Assessment	\$ 40,000	\$ 40,000
Mission Linen Supply	Employee Uniform Rentals	\$ 24,077	\$ 23,193
Mission Linen Supply	Laundry and Dry Cleaning for SMART-Owned Uniforms	\$ 9,025	\$ 700
Modern Railway Systems, Inc.	Monitoring and Maintenance SMART's Communications Network and TDX System	\$ 62,137	\$ 31,134
Modern Railway Systems, Inc.	Design and Construction of Systems Improvements for the Windsor Extension Project	\$ 5,350,845	\$ 4,472,859
Modern Railway Systems, Inc.	Real Time Train Arrival Digital Signage for Train Platforms	\$ 452,877	\$ 404,300
MuniServices, LLC	Sales Tax Recovery Services	\$ 30,000	\$ 8,458
North Bay Bottling (Alex Ruiz Sr.)	Drinking Water Delivery Service	\$ 3,260	\$ 1,476
North Bay Petroleum	Provision of Fuel for DMUs	\$ 1,100,000	\$ 968,852
Nossaman LLP	Litigation, Rail Transit Issues, and other related legal services	\$ 180,000	\$ 114,454
Occupational Health Centers of CA	Pre-Employment Evaluation Services	\$ 35,000	\$ 6,013
Oracle	Fusion ERP System	\$ 329,413	\$ 164,706
Pape Machinery, Inc.	Equipment Repair and Related Services	\$ 7,507	\$ -
Parodi Investigative Solutions	Pre-Employment Background Investigation Services	\$ 25,000	\$ 9,650
PFM Financial Advisors, LLC	Financial Advisory Services	\$ 5,000	\$ -
Pitney Bowes, Inc.	Lease for Mail Machine	\$ 701	\$ 366
Pivotal Vision, LLC	Security Software Licensing / Rail Network	\$ 2,750	\$ 2,750
Portola Systems, Inc.	SMART Station Network Maintenance and Configuration Services	\$ 271,543	\$ 243,603
Precision Wireless	Tech Support and Maintenance for Land Mobile Radio	\$ 44,932	\$ 14,044
Precision Wireless	Installation of Lightbar and Related Equipment	\$ 2,712	\$ 2,590
RSE Corporation	Civil Engineering, Design, and Land Surveying	\$ 42,500	\$ -
Sierra-Cedar, LLC	Oracle Enterprise Resources Planning Software	\$ 152,000	\$ 47,467
Sonoma County Fleet Operation Division	Non-Revenue Fleet Vehicle Installation, Maintenance, and Repair Services	\$ 65,000	\$ 43,560
SPTJ Consulting, Inc.	Network Monitoring and Support Services	\$ 202,419	\$ 134,946
Square Signs LLC dba Front Signs	System-Wide Pathway Wayfinding Signage	\$ 599,447	\$ 484,956
Stacy and Witbeck, Inc.	Design/Build Construction of Civil, Track & Structures of Windsor Extension	\$ 20,043,492	\$ 18,159,258
Stacy and Witbeck/Ghilotti Bros, A Joint Venture	Construction of Petaluma North Station Platform, Grade Crossing Reconstruction, and Pathway	\$ 22,871,960	\$ 20,122,658
Stacy and Witbeck/Ghilotti Bros, A Joint Venture	Paving Work for the City of Petaluma as Part of the Petaluma North Project	\$ 582,187	\$ 391,320
Sue Evans	Title Investigation Support Services	\$ 19,493	\$ 11,798
Survival CPR & First Aid, LLC	Active Shooter Training and Related Services	\$ 2,970	\$ 2,079
Survival CPR & First Aid, LLC	First Aid and CPR Training, AED Compliance Program Management	\$ 11,300	\$ 3,168
TDG Engineering, Inc.	Wayfinding System Planning and Design for the SMART Pathway	\$ 21,592	\$ 21,349
The Routing Company	Furnish, Implement, and Maintain a Microtransit Software Platform	\$ 12,000	\$ 11,375
The Routing Company	Social Media Campaign for SMART Connect	\$ 6,200	\$ 6,200
Tom Hehir dba Aspire Consulting	Leadership and Development Workshop Services	\$ 24,266	\$ 23,934
Toshiba America Business Solutions, Inc.	Printer Lease and Maintenance Agreement No 450-046953-000	\$ 32,494	\$ 13,917
TRC Engineers, Inc.	Construction Management Support Services	\$ 413,197	\$ 257,574
Triangle Properties, Inc.	SoCo Pathway Riparian Enhancement Implementation and Monitoring	\$ 39,080	\$ 26,696
Triangle Properties, Inc.	Helen Putnam Riparian Mitigation	\$ 523,270	\$ 401,271
Triangle Properties, Inc.	Windsor Creek Riparian Enhancement	\$ 41,932	\$ 21,198
Trillium Solutions, Inc.	Transit Feed Mapping Software	\$ 4,550	\$ 4,550
True Value Wholesale Hardware of Larkfield, Inc.	Tent Rentals for Grand Openings and Groundbreakings	\$ 5,648	\$ -
United Construction Management Corp	Construction Management Support Services	\$ 160,083	\$ 32,525
Urban Transportation Associates	Onboard Automatic Passenger Counter System Purchase, Install, and Software Implementation and Training	\$ 18,178	\$ 9,588
UTCAS	Wheel Pressing Services	\$ 50,400	\$ 25,200
Van Scoyoc Associates	Federal Lobbying Services	\$ 60,000	\$ 45,000
VenTek Transit Inc.	Installation of SMART-Owned Transit Card Vending Machines	\$ 32,178	\$ -
Vista Broadband Networks, Inc.	Broadband Services	\$ 9,000	\$ 6,000
Ward Levy Appraisal Group, Inc.	Real Estate Appraisals and Related Services	\$ 4,950	\$ -
Web Master Designs, LLC	As-Needed Monitoring, Management, and Support Services for Public-Facing Websites	\$ 5,580	\$ 3,150
WRA, Inc.	As-Needed Environmental Consulting Services	\$ 78,900	\$ 75,885
	TOTAL	\$ 61,320,893	\$ 50,130,660

FREIGHT RAIL

Contractor	Scope	FY 24/25 Projected	FY 24/25 Actuals
Freight Rail Tracking Software	Freight Rail Tracking Software	\$ 6,000	\$ 2,957
GATX Rail Locomotive Group, LLC	Freight Locomotive Lease Agreement	\$ 48,200	\$ 30,503
HCI Systems, Inc.	Fire Equipment Inspection and Certification	\$ 564	\$ 210

Contractor	Scope	FY 24/25 Projected	FY 24/25 Actuals
Holland Company	Track Geometry and Measurement Services	\$ 12,000	\$ 12,000
Hue & Cry, Inc.	Security System at Schellville Depot	\$ 994	\$ 497
Lambertus J. Verstegen dba South West Locomotive Repair	Locomotive Maintenance and Repair	\$ 28,948	\$ 25,322
Mickelson & Company, LLC	45G Tax Credit Advisory Services	\$ 15,035	\$ 15,035
North Bay Petroleum	Provision of Fuel for Freight Locomotives	\$ 90,000	\$ 38,695
Southern Tire Mart, LLC	Tire Recapping and Repair for Mobile Excavator	\$ 5,627	\$ 5,586
Summit Signal, Inc.	Inspection, Testing, and Maintenance Services for Signal Equipment Along Brazos Branch	\$ 87,162	\$ 56,012
Summit Signal, Inc.	Freight Call-Out Maintenance and Repair Services	\$ 30,599	\$ 16,566
Summit Signal, Inc.	Signal and Crossing Support Services for Planned Caltrans Paving Project along Hwy 12/121	\$ 4,060	\$ 3,370
Wine Country Sanitary, Inc.	Portable Toilet Rental and Maintenance	\$ 1,600	\$ 1,575
	TOTAL	\$ 330,789	\$ 208,328

Actuals-To-Date include invoices that have been approved, but may not have been processed in SMART's Financial System, as of February 28, 2025



Chris Coursey, Chair
Sonoma County Board of Supervisors

April 16, 2025

Mary Sackett, Vice Chair
Marin County Board of Supervisors

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

Janice Cader Thompson
Sonoma County Mayors' and
Councilmembers Association

SUBJECT: Adopt a Resolution Authorizing the General Manager to
Execute Change Order 007 to Contract No. CV-BB-23-002 with Ghilotti
Brothers, Inc.

Kate Colin
Transportation Authority of Marin

Dear Board Members:

Victoria Fleming
Sonoma County Mayors' and
Councilmembers Association

RECOMMENDATION:

Patty Garbarino
Golden Gate Bridge,
Highway/Transportation District

Adopt Resolution No. 2025-03 Authorizing the General Manager to
execute Change Order 007 to Contract No. CV-BB-23-002 with Ghilotti
Brothers, Inc. in the amount of \$110,215.94 for a total-not-exceed
contract amount of \$4,533,297.25. This change order closes out the
contract by adjusting bid items to actual construction values.

Ariel Kelley
Sonoma County Mayors' and
Councilmembers Association

Eric Lucan
Marin County Board of Supervisors

SUMMARY:

Mark Milberg
Transportation Authority of Marin

The McInnis Parkway to Smith Ranch Road bicycle and pedestrian
pathway project in San Rafael constructed a 0.7-mile multi-use class I
pathway and upgrade 0.2 miles of class III pathway.

Barbara Pahre
Golden Gate Bridge,
Highway/Transportation District

Gabe Paulson
Marin County Council of Mayors and
Councilmembers

This Change Order 007 is a closeout change order that reconciles final
quantities of work that was completed versus what was planned. During
design, bid quantities are estimated based upon the planned
improvements, calculated quantities, and field surveys. While this
generally provides good estimates, actual construction values can vary in
the field. On this project in particular, several field quantities exceed the
bid quantities by a fair amount due to field conditions being poorer than
anticipated. For example, when reconstructing the airport frontage road
for the pathway, much more excavation and new roadway fill material
was required to stabilize the underlying ground. In addition, more
drainage pipes were installed to effectively drain the site. This change
order closes out the contract and adjusts bid items to actual field values.

David Rabbitt
Sonoma County Board of Supervisors

Eddy Cumins
General Manager

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

Staff recommends approving Resolution No. 2025-03 authorizing the General Manager to execute Change Order 007 to Contract No. CV-BB-23-002 with Ghilotti Brothers, Inc. in the amount of \$110,215.94 for a total-not-exceed contract amount of \$4,533,297.25.

FISCAL IMPACT: Expenditure authority and funding are included in the Fiscal Year 2023-24 budget.

REVIEWED BY: [x] Finance /s/ [x] Counsel /s/

Very truly yours,

 /s/
Bill Gamlen, P.E.
Chief Engineer

Attachment(s): Resolution Number 2025-03, with Change Order 007

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA-MARIN AREA RAIL TRANSIT DISTRICT APPROVING CHANGE ORDER 007 TO CONTRACT NO. CV-BB-23-002 WITH GHILOTTI BROTHERS, INC. FOR THE CONSTRUCTION OF NON-MORTORIZED PATHWAY BETWEEN MCINNIS PARKWAY AND SMITH RANCH ROAD IN SAN RAFAEL

WHEREAS, The Sonoma-Marín Area Rail Transit District (SMART) executed Construction Contract No. CV-BB-23-002 with Ghilotti Brothers, Inc. on July 19, 2023 to construct a non-motorized pathway between McInnis Parkway and Smith Ranch Road; and

WHEREAS, Construction is completed; and

WHEREAS, SMART desires to close out the contract; and

WHEREAS, Change Order 007 will adjust bid quantities to actual field quantities; and

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

1. The foregoing Recitals are true and correct and are incorporated herein and form a part of this Resolution.
2. The General Manager is authorized to execute Change Order 007 to Contract No. CV-BB-23-002 with Ghilotti Brothers, Inc. in the amount of \$110,215.94 for a total not-to-exceed contract amount of \$4,533,297.25.

PASSED AND ADOPTED at a regular meeting of the Board of Directors of the Sonoma-Marín Area Rail Transit District held on the 16th day of April 2025, by the following vote:

DIRECTORS:

AYES:

NOES:

ABSENT:

ABSTAIN:

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

ATTEST:

Leticia Rosas, Clerk of Board of Directors
Sonoma-Marín Area Rail Transit District

Contract No.: CV-BB-23-002
Contract Title: McInnis Parkway to Smith Ranch Road Non-Motorized Pathway
Change Order No: 007
Title: Closeout



Issued to:
Ghilotti Brothers, Inc.
525 Jacoby Street
San Rafael, California 94901

CO Title: Closeout

Change Notice References: N.A.

The original Contract Price due to this CO will change by: \$110,215.94

The original Contract Performance Time due to the CO will be change by: 0 Calendar Days

EXCEPT AS MODIFIED BY THIS CLOSEOUT CHANGE ORDER, ALL TERMS AND CONDITIONS OF THE CONTRACT, AS PREVIOUSLY MODIFIED, REMAIN UNCHANGED AND IN FULL FORCE AND EFFECT. THE PARTIES AGREE THAT THIS CHANGE ORDER IS A FINAL AND EQUITABLE ADJUSTMENT OF THE CONTRACT TIME AND CONTRACT AMOUNT AND CONSTITUTES A MUTUAL ACCORD AND SATISFACTION OF ALL CLAIMS, CURRENT OR FUTURE, OF WHATEVER NATURE CAUSED BY OR ARISING OUT OF THE FACTS AND CIRCUMSTANCES SURROUNDING THIS CHANGE ORDER INCLUDING, BUT NOT LIMITED TO, DIRECT, INDIRECT AND CONSEQUENTIAL COSTS; ADDITIONAL TIME FOR PERFORMANCE; AND THE IMPACT OF THE CHANGE SPECIFIED IN THIS CHANGE ORDER, ALONE OR TAKEN WITH OTHER CHANGES, ON THE UNCHANGED WORK.

Description of Change:

This is the final change order to close out the project. Change Order 007 adjusts bid item quantities to final construction quantities.

Concurred By:

Concurred By:

Project Manager _____ Date _____

District Chief Engineer _____ Date _____

Alexandra Majoulet

Bill Gamlen

The undersigned agrees to the terms and conditions described herein.

Contractor Acceptance

Sonoma-Marín Area Rail Transit

Title: Project Representative

Title: General Manager

(Authorized Signature for Contractor) _____ Date _____

(Authorized Signature for Owner) _____ Date _____

Kevin Parks

Eddy Cumins

Contract No.: CV-BB-23-002
 Contract Title: McInnis Parkway to Smith Ranch Road Non-Motorized Pathway
 Change Order No: 007
 Title: Closeout



Table 1: Bid Item Changes

Pay Item	WBS Task Code	Description	Qty.	Unit	Unit Price	Item Total
13	4609	Hot Mix Asphalt	28.04	TN	\$209.00	\$5,860.36
14	4609	AB II	119.00	CY	\$375.00	\$44,625.00
17	4603	6' Chain Link Fence (Type CL-6, Standard)	-113.00	LF	\$29.00	(\$3,277.00)
18	4603	6' Chain Link Fence (Type CL-4, High Security)	-19.00	LF	\$37.00	(\$703.00)
28	4602	Pathway Earthwork - Cut	780.00	CY	\$75.00	\$58,500.00
34	4609	Roadside Sign and Post	-17.00	EA	\$350.00	(\$5,950.00)
35	4610	Fence-Mounted Panel Sign	2.00	EA	\$350.00	\$700.00
37	4609	Pavement Striping	-150.00	LF	\$10.00	(\$1,500.00)
38	4609	Pavement Marking	-250.00	SF	\$12.00	(\$3,000.00)
40	4603	4" Sch-80 PVC Culvert Pipe	246.73	LF	\$130.00	\$32,074.90
56	4603	Structural Concrete, Approach Slab	1.00	CY	\$1,900.00	\$1,900.00
61	N.A.	Allowance - Unforeseen Site Conditions	1	LS	\$88,437.00	(\$19,014.32)
Total						\$110,215.94

Initials: <hr style="border: 0; border-top: 1px solid black; margin-bottom: 5px;"/> <p style="text-align: center; margin: 0;">Project Manager</p>	<hr style="border: 0; border-top: 1px solid black; margin-bottom: 5px;"/> <p style="text-align: center; margin: 0;">Contractor</p>	<hr style="border: 0; border-top: 1px solid black; margin-bottom: 5px;"/> <p style="text-align: center; margin: 0;">Chief Engineer</p>
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Contract No.: CV-BB-23-002
 Contract Title: McInnis Parkway to Smith Ranch Road Non-Motorized Pathway
 Change Order No: 007
 Title: Closeout



Table 2: Revised Bid Item Table

Bid Item	Description	Qty.	Unit	Unit Cost	Amount
1	Mobilization	1	LS	\$211,489.00	\$211,489.00
2	Signs and Traffic Control	1	LS	\$15,000.00	\$15,000.00
3	Erosion Control / Water Pollution Control	1	LS	\$71,667.00	\$71,667.00
4	Temporary Construction Fencing	1	LS	\$20,000.00	\$20,000.00
5	Clearing and Grubbing	1	LS	\$172,000.00	\$172,000.00
6	Remove Asphalt Concrete	1	LS	\$4,000.00	\$4,000.00
7	Remove Rip Rap	1	LS	\$500.00	\$500.00
8	Roadway Excavation	1	LS	\$5,000.00	\$5,000.00
9	Remove Bollard	1	EA	\$175.00	\$175.00
10	Remove Tree	19	EA	\$1,200.00	\$22,800.00
11	Remove Gate	2	EA	\$330.00	\$660.00
12	Remove Fence	25	LF	\$25.00	\$625.00
13	Hot Mix Asphalt	2,128.04	TON	\$209.00	\$444,760.36
14	Class II Aggregate Base	674	CY	\$375.00	\$252,750.00
15	Concrete Walkway	427.1	SF	\$30.00	\$12,813.00
16	4' Chain Link Fence (Type CL-4, Blk. Vinyl Clad)	231	LF	\$75.00	\$17,325.00
17	6' Chain Link Fence (Type CL-6, Standard)	5,573.00	LF	\$29.00	\$161,617.00
18	6' Chain Link Fence (Type CL-4, High Security)	1,014.00	LF	\$37.00	\$37,518.00
19	4' Wide Man Gate	3	EA	\$3,020.00	\$9,060.00
20	6' Tall Sliding Gate (15' Width)	1	EA	\$9,040.00	\$9,040.00
21	Replacement Double Leaf Swing Gate (20' Total Width)	1	EA	\$9,480.00	\$9,480.00
22	Pedestrian Crossing Gate Foundation	2	EA	\$8,650.00	\$17,300.00
23	Pedestrian Crossing Emergency Swing Gate	2	EA	\$8,535.00	\$17,070.00
24	Removable Bollard	1	EA	\$2,000.00	\$2,000.00
25	Vegetated Swale	0	LF	\$11.00	\$0.00
26	Rock Outfall	0	CY	\$800.00	\$0.00
27	Ballast Swale	0	LF	\$13.00	\$0.00
28	Pathway Earthwork - Cut	1,282.00	CY	\$75.00	\$96,150.00
29	Pathway Earthwork - Fill	1,266.00	CY	\$22.00	\$27,852.00
30	Detectable Warning Surface	5	EA	\$1,600.00	\$8,000.00
31	10' ADA Precast Grade Crossing Concrete Panel	1	LS	\$20,000.00	\$20,000.00
32	Pedestrian and Cyclist Urban Multi Eco Counter	1	EA	\$19,790.00	\$19,790.00
33	Relocate Sign	2	EA	\$350.00	\$700.00
34	Roadside Sign and Post	24	EA	\$350.00	\$8,400.00
35	Fence-Mounted Panel Sign	4	EA	\$350.00	\$1,400.00

Initials: <hr style="border: 0; border-top: 1px solid black; margin: 5px 0;"/> <p style="text-align: center; margin: 0;">Project Manager</p>	<hr style="border: 0; border-top: 1px solid black; margin: 5px 0;"/> <p style="text-align: center; margin: 0;">Contractor</p>	<hr style="border: 0; border-top: 1px solid black; margin: 5px 0;"/> <p style="text-align: center; margin: 0;">Chief Engineer</p>
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Contract No.: CV-BB-23-002
 Contract Title: McInnis Parkway to Smith Ranch Road Non-Motorized Pathway
 Change Order No: 007
 Title: Closeout



Table 2 Continued: Revised Bid Item Table

Bid Item	Description	Qty.	Unit	Unit Cost	Amount
36	Solar-Powered Pedestrian Activated Crossing System	1.00	LS	\$43,760.00	\$43,760.00
37	Pavement Striping	950.00	LF	\$10.00	\$9,500.00
38	Pavement Marking	1192.00	SF	\$12.00	\$14,304.00
39	Watch for Train Stencils	10.00	EA	\$400.00	\$4,000.00
40	4" Sch-80 PVC Culvert Pipe	283.73	LF	\$130.00	\$36,884.90
41	6" Sch-80 PVC Culvert Pipe	122.00	LF	\$133.00	\$16,226.00
42	24"x24" Precast Concrete Bottomless Culvert	1.00	LS	\$7,000.00	\$7,000.00
43	Extend 42" RCP Culvert	1.00	LS	\$15,000.00	\$15,000.00
44	18" Grate Inlet	4.00	EA	\$4,000.00	\$16,000.00
45	Adjust Utility Box to Finished Grade	1.00	EA	\$1,100.00	\$1,100.00
46	Adjust Cleanout to Finished Grade	2.00	EA	\$1,100.00	\$2,200.00
47	Rock Slope Protection	10.00	CY	\$475.00	\$4,750.00
48	Mechanically Stabilized Embankment (Retaining Wall)	1141.334	SF	\$122.00	\$139,242.26
49	Structure Excavation	32.00	CY	\$200.00	\$6,400.00
50	Structure Backfill	43.00	CY	\$300.00	\$12,900.00
51	30" Cast-In-Drilled-Hole Concrete Piling	206.00	LF	\$560.00	\$115,360.00
52	Structural Concrete	35.75	CY	\$3,000.00	\$107,250.00
53	Structural Concrete with Polymer Fiber	17.00	CY	\$1,300.00	\$22,100.00
54	Bar Reinforced Steel	1.00	LS	\$57,015.00	\$57,015.00
55	Prefabricated Pedestrian Bridge	1.00	LS	\$314,672.00	\$314,672.00
56	Structural Concrete, Approach Slab	7.00	CY	\$1,900.00	\$13,300.00
57	Miscellaneous Metal, Bridge	1.00	LS	\$15,000.00	\$15,000.00
58	Pull Boxes	4.00	EA	\$3,010.00	\$12,040.00
59	4" Sch-80 PVC Signal Conduits (Bore)	164.00	LF	\$150.00	\$24,600.00
60	4" Sch-80 PVC Signal Conduits (Trench)	34.00	LF	\$145.00	\$4,930.00
61	Allowance - Unforeseen Site Conditions	1.00	LS	\$69,422.68	\$69,422.68
				Total	\$2,781,898.20

Initials:	_____	_____	_____
	Project Manager	Contractor	Chief Engineer

Contract No.: CV-BB-23-002
 Contract Title: McInnis Parkway to Smith Ranch Road Non-Motorized Pathway
 Change Order No: 007
 Title: Closeout



Table 3: Change Order Table

CO #	Description	Qty.	Unit	Unit Cost	Amount
001	Salt Marsh Harvest Mouse Fencing & Clearing	1.00	LS	\$25,636.20	\$25,636.20
002	Sheet Piles Walls	1.00	LS	\$297,282.16	\$297,282.16
003	Flashing Warning System	1.00	LS	\$16,642.00	\$16,642.00
004	Eco-Block Wall	1.00	LS	\$1,374,102.69	\$1,374,102.69
005	Bid Item Reconciliation	1.00	LS	\$0.00	\$0.00
006	Additional Fencing	1.00	LS	\$37,736.00	\$37,736.00
Total					\$1,751,399.05

Final Contract Value: \$4,533,297.25

Initials: <hr style="border: 0; border-top: 1px solid black; margin-bottom: 5px;"/> <p style="text-align: center; margin: 0;">Project Manager</p>	<hr style="border: 0; border-top: 1px solid black; margin-bottom: 5px;"/> <p style="text-align: center; margin: 0;">Contractor</p>	<hr style="border: 0; border-top: 1px solid black; margin-bottom: 5px;"/> <p style="text-align: center; margin: 0;">Chief Engineer</p>
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Chris Coursey, Chair
Sonoma County Board of Supervisors

Mary Sackett, Vice Chair
Marin County Board of Supervisors

Janice Cader Thompson
Sonoma County Mayors' and
Councilmembers Association

Kate Colin
Transportation Authority of Marin

Victoria Fleming
Sonoma County Mayors' and
Councilmembers Association

Patty Garbarino
Golden Gate Bridge,
Highway/Transportation District

Ariel Kelley
Sonoma County Mayors' and
Councilmembers Association

Eric Lucan
Marin County Board of Supervisors

Mark Milberg
Transportation Authority of Marin

Barbara Pahre
Golden Gate Bridge,
Highway/Transportation District

Gabe Paulson
Marin County Council of Mayors and
Councilmembers

David Rabbitt
Sonoma County Board of Supervisors

Eddy Cumins
General Manager

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

April 16, 2025

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

SUBJECT: Survey Results, April 2025

Dear Board Members:

SUMMARY:

In March 2024, SMART contracted with Fairbank, Maslin, Maullin, Metz & Associates (FM3) to conduct a baseline survey of voters in Marin and Sonoma Counties. This decision was made following a Marin Grand Jury finding that recommended SMART consider hiring consultants to evaluate the feasibility and timing of future tax measures. The results of this survey were presented at the SMART Board of Directors meeting on April 3, 2024.

A year has passed since those results were shared, and SMART has recently contracted FM3 again to conduct a follow-up survey. The findings from this survey will be presented at the meeting on April 16, 2025.

FISCAL IMPACT: The cost for this follow-up survey was \$45,000 for 800 surveys, each lasting 15 minutes.

REVIEWED BY: [] Finance _____ [x] Counsel /s/

Sincerely,

/s/
Heather McKillop
Chief Financial Officer



Chris Coursey, Chair
Sonoma County Board of Supervisors

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April 16, 2025

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

SUBJECT: Draft Sales Tax Extension Full Text Measure

Dear Board Members:

RECOMMENDATION: Discussion item.

SUMMARY:

In order for SMART to proceed with extension of the current sales tax (Measure Q) without increasing the current rate, it is advisable for SMART to prepare an Expenditure Plan for Board approval. In addition, the Board must adopt an ordinance to extend the sales tax. Timing for these approvals will be dependent upon when the board chooses to place this item on the ballot (June 2026 or November 2026.) Based on the date selected, the board is required to pass a resolution at least 88 days prior to the election containing the following information:

- Calls for an election to put a measure on the ballot
- Requests Sonoma/Marin County Supervisors to consolidate the election with other elections held on the same date
- Requests Sonoma/Marin County Supervisors permit the Elections Department to provide election services (SMART will pay for cost incurred)
- Provides text of measure question to appear on the ballot (75-word limit)

At the March 2025 Board Meeting, the SMART Board of Directors directed staff to begin conducting pre-work to prepare for a potential ballot measure in 2026. Over the past month, SMART Staff developed a draft of the full text measure that includes the Preamble and Expenditure Plan. The draft Full Text Measure is missing some specific information that will need to be added or updated prior to final approval but provides a foundation to begin gathering feedback and engaging the public in the process.

Today, staff will present highlights of the draft full text measure. The purpose of this discussion item is to gather feedback from the SMART Board of Directors and the public. Based on feedback received, SMART staff will continually revise the document and share updates at future board meetings.

FISCAL IMPACT: None.

REVIEWED BY: [x] Finance /s/ [x] Counsel /s/

Respectfully,
/s/
Eddy Cumins
General Manager

EXTENSION OF THE SONOMA-MARIN AREA RAIL TRANSIT DISTRICT'S EXISTING ONE-QUARTER OF ONE CENT RETAIL SALES AND USE TAX

PREAMBLE:

Without raising taxes, the voters of Sonoma and Marin County are requested to approve an extension to the existing retail transactions and use tax (Measure X) at the same rate of one-quarter of one cent (¼-cent) to:

Continue providing clean and safe regional rail and pathway system; provide accessible, convenient, and affordable transportation for all including seniors, students, essential workers, and low-income households.

Leverage local funding to secure grants; utilize sales tax funding as local match to secure federal, state, regional, local, and private grants to continue matching the community's investment dollar for dollar.

Complete planned rail and pathway expansion; continue extending rail and pathway system while working toward corridor preservation and project development of East/West rail alignment.

Continue to build upon record ridership and pathway use; continue serving millions of rail and pathway trips annually.

Protect the community's historic rail infrastructure investment for future generations; prevent dissolution of the district and ceasing of operations in 2029.

Relieve traffic congestion and reduce greenhouse gas emissions; provide an alternative to sitting in traffic while effectively decreasing vehicle miles traveled and transportation emissions.

Maintain SMART system and embrace technology and safety innovation: continue to maintain and modernize infrastructure to ensure the system remains safe and serviceable and meets the needs of the community.

Provide accountability; protect the public's investments through Citizen's Oversight Committee and independent audits.

SMART FINDS AND ORDAINS ASFOLLOWS:

- I. On November 4, 2008, the voters of Sonoma and Marin Counties approved Measure Q at the General election, and authorized the SMART District be given the responsibility to administer the proceeds from a one-quarter of one percent retail transactions and use tax.
- II. On XXXXX XX, 20XX, the District updated its Expenditure Plan ("Expenditure Plan"). The SMART District can now adopt a revised retail transactions and use tax ordinance and request to have the Registrar of Voters of the Counties of Sonoma and Marin place a one-quarter of one cent (¼-cent) retail transactions and use tax extension measure to finance the Expenditure Plan on the XXXXX X, 20XX ballot for consideration by the Marin and Sonoma electorate. The ballot measure requires 2/3-voter approval to pass.
- III. The Expenditure Plan outlines a program for utilizing the proceeds of a one-quarter of one cent retail transactions and use tax extension, which can only be spent on transportation purposes in Marin and Sonoma County. The Expenditure Plan consists of a plan designed to provide high quality transportation options for people of all ages who live, work and travel in Sonoma and Marin Counties, maintain and improve SMART's infrastructure, and provide a high degree of accountability.
- IV. Upon approval of the tax measure by voters of Sonoma and Marin Counties, the previously approved tax will be extended, for an additional 30 year period through XXXXX X, 20XX with the expenditure plan setting forth transportation services, operations, projects, programs and other improvements eligible to be funded, specifying eligibility and other conditions and criteria under which such revenues

shall be expended and making provisions for the adoption of future Expenditure Plan amendments.

SECTION 1. TITLE.

This ordinance shall be known as the “Extension of SMART’s existing one- quarter of one cent (¼-cent) Retail Transactions and Use Tax”. The Sonoma-Marín Area Rail Transit District hereinafter shall be called "District." This ordinance shall be applicable in the incorporated and unincorporated territory of the Counties of Sonoma and Marin, which shall be referred to herein as "District."

SECTION 2. OPERATIVE DATE/ADOPTION

"Operative Date" means the first day of the first calendar quarter commencing more than 110 days after the effective date of this ordinance, as set forth below.

Continuation of retail transactions and use tax: This Ordinance will extend and renew the retail transactions and use tax (Measure Q) at the same rate of one-quarter of one cent (¼-cent) within Sonoma and Marin County immediately upon the expiration of the Tax imposed by Ordinance No. 2008-01 of the Sonoma-Marín Area Rail Transit District (Measure Q). There shall be no concurrent assessment of the existing tax and the tax to be imposed pursuant to this Ordinance. Nothing in this ordinance is intended to modify, repeal, or alter ordinance 2008-01 previously adopted by the District other than to amend and extend the period of collection for an additional 30-years.

SECTION 3. PURPOSE.

This ordinance is adopted to achieve the following, among other purposes, and directs that the provisions hereof be interpreted in order to accomplish those purposes:

- A. To maintain a local funding source for the design, construction, implementation, operation, financing, maintenance and management of a passenger railroad transportation system and bicycle/pedestrian pathways connecting stations.

- B. To impose and extend a retail transactions and use tax in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code and Section 105115 of the Public Utilities Code which authorizes the District to adopt this tax ordinance which shall be operative if a two-thirds majority of the electors voting on the measure vote to approve the imposition of the tax at an election called for that purpose.
- C. To adopt a retail transaction and use tax ordinance that incorporates provisions identical to those of the Transactions and Use Tax Law of the State of California insofar as those provisions are not inconsistent with the requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation Code.
- D. To adopt a retail transactions and use tax ordinance that imposes a tax and provides a measure therefor that can be administered and collected by the State Board of Equalization in a manner that adapts itself as fully as practicable to, and requires the least possible deviation from, the existing statutory and administrative procedures followed by the State Board of Equalization in administering and collecting the California State Transactions and Use Taxes.
- E. To adopt a retail transactions and use tax ordinance that can be administered in a manner that will be, to the greatest degree possible, consistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, minimize the cost of collecting the transactions and use taxes, and at the same time, minimize the burden of record keeping upon persons subject to taxation under the provisions of this ordinance.

SECTION 4. CONTRACT WITH STATE.

District shall contract with the California Department of Tax and Fee Administration CDTFA to perform all functions incident to the administration and operation of this retail transactions and use tax.

SECTION 5. TRANSACTIONSS TAX RATE.

For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all retailers in the incorporated and unincorporated territory of the District at the rate of one-quarter of one percent of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in said territory on and after the operative date. This shall extend the tax to be imposed for an additional period of XX years.

SECTION 6. PLACE OF SALE.

For the purposes of this ordinance, all retail transactions are consummated at the place of business of the retailer, unless the tangible personal property sold is delivered by the retailer to an out-of-state destination or to a common carrier for delivery to an out-of-state destination. The gross receipts from such sales shall include delivery charges, when such charges are subject to the state transactions and use tax, regardless of the place to which delivery is made. In the event a retailer has no permanent place of business in the state or has more than one place of business, the place or places at which the retail sales are consummated shall be determined under rules and regulations to be prescribed and adopted by the California Department of Tax and Fee Administration.

SECTION 7. USE TAX RATE.

An excise tax is hereby imposed on the storage, use or other consumption in the District of tangible personal property purchased from any retailer on and after the operative tax date for storage, use or other consumption in said territory at the rate of one-quarter of one percent of the sales price of the property. The sales price shall include delivery charges when such charges are subject to state transactions or use tax regardless of the place to which delivery is made. This shall extend the tax to be imposed for an additional period of thirty years.

SECTION 8. ADOPTION OF PROVISIONS OF STATE LAW.

Except as otherwise provided in this ordinance and except insofar as they are inconsistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, all of the provisions

of Part 1 of Division 2 of the Revenue and Taxation Code are hereby adopted and made a part of this ordinance as though fully set forth herein.

SECTION 9. LIMITATIONS ON ADOPTION OF STATE LAW AND COLLECTION OF USE TAXES.

In adopting the provisions of Part I of Division 2 of the Revenue and Taxation Code, wherever the State of California is named or referred to as the taxing agency, the name of District shall be substituted, therefore. The substitution, however, shall not be made when the word State is used as part of the title of the State Controller, State Treasurer, State Board of Control, California Department of Tax and Fee Administration, State Treasury, or the Constitution of the State of California if the substitution would require action to be taken by or against the Authority or any agency, officer, or employee thereof rather than by or against the CDTFA, as successor to the State Board of Equalization, in performing the functions incident to the administration or operation of this ordinance. The substitution shall not be made in those sections, including, but not necessarily limited to, sections referring to the exterior borders of the State of California, where the result of the substitution would be to provide an exemption from this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use, or other consumption remains subject to tax by the state under the said provisions of that code. The substitution shall not be made in Sections 6701, 6702, (except in the last sentence thereof), 6711, 6715, 6737, 6797, or 6828 of the Revenue and Taxation Code. The name of the District shall be substituted for the word "state" in the phrase "retailer engaged in business in this state" in Section 6203 and in the definition of that phrase in Section 6203. A retailer engaged in business in the District shall not be required to collect use tax from the purchaser of tangible personal property unless the retailer ships or delivers the property into the District or participates within the District in making the sale of the property, including, but not limited to soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer in the District or through any

representative, agent, canvasser, solicitor, subsidiary, or person in the District under authority of the retailer. "A retailer engaged in business in the District" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Chapter 2 of Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in the District.

SECTION 10. PERMIT NOT REQUIRED.

If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall not be required by this Ordinance.

SECTION 11. EXEMPTIONS AND EXCLUSIONS, AND CREDITS.

A. There shall be excluded from the measure of the transactions tax and the use tax the amount of any sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley-Bums Uniform Local Sales and Use Tax Law or the amount of any state-administered transactions or use tax.

B. There are exempted from the computation of the amount of sales tax the gross receipts from:

1. Sales of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside the County in which the sale is made and directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this State, the United States, or any foreign government.

2. Sales of property to be used outside the District which is shipped to a point outside the District, pursuant to the contract of sale, by delivery to such point by the retailer or his agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this paragraph, delivery to a point outside the District shall be satisfied: With respect to vehicles (other than commercial vehicles) subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code by registration to an out-of-District address and by a declaration under penalty of perjury, signed by the buyer, stating that such address is, in fact, his or her principal place of residence; and
 - a) With respect to commercial vehicles, by registration to a place of business out-of-District and declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.
3. The sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.
4. A lease of tangible personal property which is a continuing sale of such property, for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the operative date of this ordinance.
5. For the purposes of subparagraphs (3) and (4) of this section, the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate

DRAFT Full Text of Measure X – Con't

the contract or lease upon notice, whether or not such right is exercised.

C. There are exempted from the use tax imposed by this ordinance, the storage, use or other consumption in this District of tangible personal property:

1. The gross receipts from the sale of which have been subject to a sales tax under any state administered transactions and use tax ordinance.
2. Other than fuel or petroleum products purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this State, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.
3. If the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.
4. If the possession of, or the exercise of any right or power over, the tangible personal property arises under a lease which is a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease prior to the operative date of this ordinance.
5. For the purposes of subparagraphs (3) and (4) of this section, storage, use, or other consumption, or possession of, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is

exercised.

6. Except as provided in subparagraph (7), a retailer engaged in business in the District shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into the District or participates within the District in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer in the district or through any representative, agent, canvasser, solicitor, subsidiary, or person in the District under the authority of the retailer.

7. "A retailer engaged in business in the District" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in the District.

D. Any person subject to use tax under this ordinance may credit against that tax any sales tax or reimbursement for sales tax paid to a district imposing, or retailer liable for a sales tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use or other consumption of which is subject to the use tax.

SECTION 12. AMENDMENTS.

All amendments subsequent to the effective date of this ordinance to Part 1 of Division 2 of the Revenue and Taxation Code relating to transactions and use taxes and which are not inconsistent with Part 1.6 of Division 2 of the Revenue and Taxation Code, and all

amendments to Part 1.6 of Division 2 of the Revenue and Taxation Code, shall automatically become a part of this ordinance, provided however, that no such amendment shall operate so as to affect the rate of tax imposed by this ordinance.

SECTION 13. ENJOINING COLLECTION FORBIDDEN.

No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action or proceeding in any court against the State or the District, or against any officer of the State or the District, to prevent or enjoin the collection under this ordinance, or Part 1.6 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

SECTION 14. ANNUAL APPROPRIATIONS LIMIT.

Taking into account the proceeds of taxes available to the District, including tax revenue that would become available upon approval of this ordinance, the appropriations limit of the Sonoma-Marine Area Rail Transit District for fiscal year 2025 was established at \$XXX,XXX,XXX, unless that amount should be amended pursuant to applicable law.

SECTION 15. ADOPTION OF EXPENDITURE PLAN AND ACCOUNT- ABILITY FOR EXPENDITURE OF PROCEEDS OF THE TAX.

The District Board of Directors hereby adopts the Expenditure Plan attached hereto and incorporated into this ordinance by reference. Proceeds of the tax imposed by this ordinance shall be spent on uses set forth in the Expenditure Plan, including operation, design, construction, maintenance and management of the passenger rail and bicycle/pedestrian pathway system.

The District may propose and amend the Expenditure Plan to provide for the use of additional federal, state and local funds, to account for unexpected revenues, to add or delete a project or program or to take into consideration unforeseen circumstances.

SECTION 16. ANNUAL REPORT.

The Chief Financial Officer of the Sonoma-Marine Area Rail Transit District shall annually cause to be prepared a report setting forth the amount of funds collected and expended; and the status of operations and any use authorized to be funded in the Expenditure Plan adopted by the District.

SECTION 17. COMPLIANCE WITH CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA).

Pursuant to the State CEQA Guidelines section 15378(b)(4), adoption of this retail transactions and use tax ordinance as a government funding mechanism is not a project subject to the requirements of CEQA. Pursuant to State CEQA Guidelines section 15276, CEQA does not apply to the Expenditure plan. This ordinance creates a government funding mechanism that does not involve a commitment to a specific project that may result in a potentially significant physical impact on the environment. If revenue from the tax is used for a purpose that has such effect, the District will have reviewed or would undertake the required environmental review prior to that particular project implementation.

SECTION 18. SEVERABILITY.

If any terms, provision or portions of this ordinance or the application thereof to any person or circumstance is held invalid by a court of competent jurisdiction, the remainder of the ordinance or portions of this ordinance and the application of such provision to other persons or circumstances shall not be affected thereby and remain in full force and effect unless amended or modified by the District.

SECTION 19. PROPOSITION

There shall be proposed to the voters of Sonoma and Marin Counties the following proposition:

- A. Without raising taxes, continue Sonoma-Marine Area Rail Transit District regional rail and pathway service beyond 2028 to serve residents including seniors, youth, essential workers, and low-income households; complete planned rail/pathway expansion and build upon record ridership; protect community's historic rail infrastructure investment for future generations; relieve

traffic congestion; maintain clean/safe trains; reduce greenhouse gas emissions, shall the measure extending the ¼ cent, voter approved, sales tax for 30 years generating approximately \$50,000,000 annually, be adopted?

SECTION 20. EFFECTIVE DATE AND POSTING.

This ordinance shall be, and is hereby declared to be, in full force and effect at the close of the polls on the day of election at which the proposition is adopted by two-thirds vote of the electors voting on the measure. Although this ordinance shall be deemed to be effective once adopted by two-thirds vote of the electors voting, the new term and related tax and fiscal provisions of this ordinance shall not be in effect until April 1, 2029,

SECTION 21. TERMINATION DATE.

The authority to levy the tax imposed by this ordinance shall expire on XX

s/ Leticia Rosas, Clerk of the Board of Directors
Sonoma-Marín Area Rail Transit District

PASSED AND ADOPTED by the Board of Directors of the Sonoma- Marin Area Rail Transit District on Month X, 20XX by the following vote:

DIRECTORS:

- AYES:
- NOES:
- ABSENT:
- ABSTAIN:

s/ XXXXXX XXXXX, Chair Board of Directors
Sonoma-Marín Area Rail Transit District

SECTION 22. DRAFT SONOMA-MARIN AREA RAIL TRANSIT DISTRICT 2026 EXPENDITURE PLAN

I. Executive Summary

Without raising taxes, the Sonoma-Marín Area Rail Transit District (SMART) proposes an extension of the ¼ cent voter-approved sales tax to fund the operation, maintenance and expansion of the passenger rail and bicycle/pedestrian pathway system in Marin and Sonoma Counties.

SMART requires the extension to provide funding for the on-going operation and maintenance of the existing passenger rail and pathway system and to provide matching funds to obtain federal, state, regional, local and private transportation grants for the capital construction of the remaining projects identified in this expenditure plan.

Over the past 16 years, SMART's ¼ of one cent sales tax (Measure Q) has been a vital resource for our community, enabling the District to leverage these funds to secure federal, state, regional, and local funds. This support has allowed us to build and operate a new passenger rail and pathway system that stretches from Larkspur in Marin County to Windsor in Sonoma County. Continued tax support from the community is essential; it empowers SMART to maximize its current local ¼ of one cent sales tax to access additional funding sources that would otherwise be unavailable to the region.

SMART has made impressive strides by successfully securing grants to enhance rail service and expand the passenger rail and pathway network. This includes projects such as extending the rail and pathway system, constructing new rail stations, upgrading railroad safety systems, and conducting project development on the east-west corridor. As envisioned in the previous Measure Q expenditure plan, SMART has efficiently leveraged the retail sales tax to compete for grants that have more than doubled the community's investment in the transportation infrastructure across the two counties.

Since 2008, SMART has collected \$XXX,XXX,XXX in sales tax revenues and has secured \$XXX,XXX,XXX in programmed outside grants to operate, maintain, and expand the passenger rail and pathway system. Extension of this sales tax will continue the momentum for a better-connected future.

Extending the existing sales tax measure will enable SMART to help achieve community goals, such as relieving traffic congestion, lowering greenhouse gas emissions, creating economic opportunities and providing

transportation options. Extension of the existing sales tax measure will improve connectivity in Marin and Sonoma Counties, offering convenient rail connections to ferry, bus and regional transit services across the North Bay by providing a passenger rail and bicycle/pedestrian pathway system linking 17 stations across both counties. All funds will be invested in environmentally responsible transportation solutions within Marin and Sonoma Counties driving economic growth and generating local jobs.

Local control of revenues and accountability to citizens is essential for our community's success. The measure not only ensures transparency and protects public investment but also includes vital safeguards to uphold our transportation priorities. Local officials, who understand our community's needs best, will make informed decisions with valuable input from the public and a dedicated Citizen's Oversight Committee. Consistent with state law, all sales tax revenues from this measure will be managed by local officials on the Sonoma-Marín Area Rail Transit District Board of Directors. If this measure is passed, an estimated \$50 million annually is estimated to be generated to enhance our community's transportation infrastructure.

SMART is dedicated to providing the safest and most reliable transportation alternative to commuters in the North Bay. With a remarkable track record of over X million passengers and X00,000 bicycles transported to date, SMART service is proving itself essential. Currently, SMART carries over XXX,000 rail passengers and serves XX,000 pathway trips monthly. As of 2025, SMART is offering more service, and our fares are more budget-friendly than ever. Record-high ridership reflects our success, with SMART achieving the highest post-pandemic ridership recovery rate of any transit system in the Bay Area. This past year alone, we proudly carried over 1 million riders. With the recent opening of Petaluma North and Windsor Stations, we anticipate even greater ridership growth in the future.

The proposed measure extension would not change the ¼ of one cent rate but would extend the sales tax past its current expiration date.

This crucial funding will provide the District with the necessary resources to continue to operate and maintain the existing passenger rail and pathway system, complete essential expansion projects, and support the development of future rail and pathway extensions. In the years ahead, SMART is committed to building on its successful track record by actively pursuing federal, state, regional, local and private funding opportunities to enhance and grow our transportation network.

This expenditure plan informs the strategic allocation of resources and guides investment decisions that will propel the District toward its goals while meeting community needs. Aligned with SMART's Strategic Plan, this plan is structured around four strategic categories: Ridership, Pathway, Extensions, and Freight. The funds raised through this measure will play a critical role in enhancing service and boosting ridership on the current passenger rail line from Larkspur to Windsor as well as the future extension to Healdsburg, Geyserville, and Cloverdale.

Additionally these funds will enable SMART to complete the much needed bicycle and pedestrian pathway between Larkspur and Cloverdale, complete the passenger rail system extending to Healdsburg, Geyserville, and Cloverdale, and ensure efficient freight movement on SMART's mainline while safeguarding and developing the East/West freight alignment. To truly meet community needs and drive progress in all four strategic categories, it is essential that SMART secure ongoing revenue to fund operations, maintenance, and necessary expansion and improvements.

II. Expenditure Plan Principles

This expenditure plan lays out a strategy for funding both current operations and maintaining the existing system while also paving the way for future expansion and enhancements. To fund the essential capital projects needed to complete the pathway and rail system, we will strategically allocate a portion of our funding for local match to compete for federal, state, regional, local, and private grants. The revenues from this measure are estimated to be distributed in the following

way based on the current long range plan: XX% to operations and maintenance, XX% for capital and state of good repair, and X% to maintaining reserves. This proven funding strategy has been highly effective for SMART, as the District has successfully doubled Marin and Sonoma's investment from Measure Q through external grants. Below is a detailed list of anticipated investments that align with each strategic category, highlighting our commitment to a brighter transportation future.

RIDERSHIP: In order to achieve the 5-year goal of increasing ridership to 5,000 riders per day, the revenues generated from this measure will fund the following:

- Safe, clean, reliable and accessible passenger rail service that meets the needs of the community
- Affordable and user-friendly fare program
- Improved first/last mile transit connections
- Improved auto and bike parking options
- Service levels adjusted to meet demand (frequency, span of service, etc.)
- An enriched customer experience
- Enhanced marketing, outreach and communications
- System maintained in a state of good repair
- Fleet expansion and replacement needed to expand service
- Climate-friendly practices within SMART's standard operating procedures, including acquiring low and zero-emission fleet technology
- System resilience by planning for sea level rise and weather events
- Workforce development.

PATHWAY: To meet SMART's goal of designing and constructing planned pathways, maintaining existing pathways, and enhancing the user experience, the revenues generated from this measure will support funding the following:

- Construction of gap closure segments of the SMART Pathway/Great Redwood Trail
- Construction of pathway with rail extensions
- Adequate wayfinding on the Pathway
- Improved pathway website with enhanced information
- A safe and user-friendly pathway

- Maintaining existing pathway in a state of good repair
- Developing plan for future pathway segments/enhancements.

EXTENSIONS: To meet SMART's goal of completing the passenger rail and pathway system from Larkspur to Cloverdale, the revenues generated from this measure will support funding the following:

- Completion of funded passenger rail and pathways extensions
- Pursuit of grant funding for the construction of unfunded rail and pathway segments
- Continued development of east/west passenger rail project
- Increased rail car fleet, yard and facilities as needed to support service

FREIGHT: To ensure that SMART's mainline accommodates the movement of freight, as required in SMART's authorizing legislation, while working toward corridor preservation and project development of East/West rail alignment for future passenger rail service, the revenues generated from this measure will fund the strategies below.

- Ensuring that new extensions of the rail system accommodate freight movement
- Preserving East/West Corridor for future passenger rail service
- Continuing project development for future passenger rail service on East/West rail alignment

Without raising taxes, this measure is an investment in the future. It will ensure the continued operation of the passenger rail and pathway system in Marin and Sonoma Counties beyond 2028 to serve residents including seniors, youth, essential workers, and low-income households. It will allow the district to complete the planned rail and pathway expansion and continue building upon record ridership. It will protect the community's historic rail infrastructure investment for future generations while relieving traffic congestion and reducing greenhouse gas emissions.

III. Implementation Guidelines

In addition to principles for the use of funds, the Board also commits to the following guidelines as a matter of policy for sales tax administration and transparency:

1. A Citizens Oversight Committee, as established by the SMART Board, will continue to provide input and review on the Strategic Plan and subsequent updates. The committee is composed of citizens from the SMART District, appointed by the Board for a specific term.
2. The duration of the measure will be for an additional 30 years, and SMART shall continue to undergo an annual independent financial audit.
3. SMART has prepared a Strategic Plan which identifies planned investments in capital implementation, operations and maintenance for 2025-2030 and provides the framework for future investments. The Strategic Plan will be updated every five years.
4. SMART's sales tax will continue to be administered by the California Department of Tax and Fee Administration.
5. When seeking capital grants for rail and pathway, SMART's objective is to concurrently build rail and pathway when feasible.
6. During annual budget reviews, based on revenue status at that time, the Board of Directors will provide direction to staff for upcoming priorities, including operation of existing system, safety and security, rail and pathway capital projects.



Chris Coursey, Chair
Sonoma County Board of Supervisors

Mary Sackett, Vice Chair
Marin County Board of Supervisors

Janice Cader Thompson
Sonoma County Mayors' and
Councilmembers Association

Kate Colin
Transportation Authority of Marin

Victoria Fleming
Sonoma County Mayors' and
Councilmembers Association

Patty Garbarino
Golden Gate Bridge,
Highway/Transportation District

Ariel Kelley
Sonoma County Mayors' and
Councilmembers Association

Eric Lucan
Marin County Board of Supervisors

Mark Milberg
Transportation Authority of Marin

Barbara Pahre
Golden Gate Bridge,
Highway/Transportation District

Gabe Paulson
Marin County Council of Mayors and
Councilmembers

David Rabbitt
Sonoma County Board of Supervisors

Eddy Cumins
General Manager

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www.SonomaMarinTrain.org

April 16, 2025

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

SUBJECT: Budget Amendment #11 - Amends the Fiscal Year 2025 Adopted Budget to modify position authority for Fiscal Year 2025.

Dear Board Members:

RECOMMENDATIONS:
Adopt Resolution No. 2025-04, amending Resolution No. 2024-19, the Fiscal Year 2025 Adopted Budget to modify position authorization.

SUMMARY:
Our MMIS Analyst recently retired. After reviewing the position and its associated duties, we recommend eliminating the MMIS Analyst position. The responsibilities related specifically to the Maintenance Management System (MMS) will be transferred to the Inventory Manager/Asset Management Specialist position, which will be reclassified as Inventory and MMS Manager.

Routine information technology responsibilities will be assigned to a new position titled Ops Information Systems Technician. This position will be located at the Rail Operations Center to provide IT support to users.

Additionally, we will incorporate some asset management duties into the Materials Sourcing Specialist role, resulting in a slight increase in the pay range, although the title of the position will remain the same.

Finally, the Communications and Marketing Specialist - Limited Term position is being eliminated since the individual in that role retired in December, and the position is no longer necessary for transition purposes.

We believe these changes will provide for a better transition and provide new job opportunities and growth for our employees.

FISCAL IMPACT: There is an estimated cost savings of between \$18,990 and \$23,857 per year by adopting these changes. We are not adjusting expenditure authority at this time due to the small amount of savings. The limited term Communications and Marketing Specialist was only budgeted for 6 months (July 2024 – December 2024) so there are no savings by eliminating this position.

REVIEWED BY: Finance _____ Counsel _____/s/

Sincerely,

/s/
Heather McKillop
Chief Financial Officer

Attachment(s):

- 1) Resolution No. 2025-04, Budget Amendment #11 – Position Authority Modifications
- 2) Appendix C to the Fiscal Year 2025 Budget

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA-MARIN AREA RAIL TRANSIT DISTRICT, STATE OF CALIFORNIA, AMENDING RESOLUTION NO. 2024-19, THE ANNUAL BUDGET FOR FISCAL YEAR 2024-2025 TO PROVIDE FOR A CHANGE IN POSITION AUTHORITY

WHEREAS, as part of its approval of the Annual Budget for Fiscal Year 2024-2025, the Board of Directors considered the annual expenditures necessary for the Sonoma-Marín Area Rail Transit District; and

WHEREAS, the Board approved Budget Amendment #1 which modified the expenditure authority and provided for revised position authority; and

WHEREAS, the Board approved Budget Amendment #2, which modified the expenditure authority to provide for the purchase of land; and

WHEREAS, the Board approved Budget Amendment #3, to modify expenditure authority for the rollforward of funds; and

WHEREAS, the Board approved Budget Amendment #4 to program Local Partnership Program funds to partially fund the purchase of Hi-Rail vehicles; and

WHEREAS, the Board approved Budget Amendment #5 to modify expenditure authority to reflect the reduction of Federal 5337 State of Good Repair funds; and

WHEREAS, the Board approved Budget Amendment #6 to modify expenditure authority for the freight budget; and

WHEREAS, the Board approved Budget Amendment #7 to modify expenditure authority; and

WHEREAS, the Board approved Budget Amendment #8 to program revenues and increase expenditure authority for freight; and

WHEREAS, the Board approved Budget Amendment #9 to increase expenditure authority and modify position authority for freight; and

WHEREAS, the Board approved Budget Amendment #10 to modify expenditure authority; and

WHEREAS, the Board desires to Amend the Annual Budget Resolution No. 2024-19 to modify position authority.

Resolution No. 2025-04
Sonoma-Marín Area Rail Transit District
April 16, 2025

NOW, THEREFORE, BE IT RESOLVED that expenditure authority in Resolution No. 2024-19, Fiscal Year 2024-2025 Adopted Budget, Appendix C is hereby amended.

BE IT FURTHER RESOLVED except as specifically amended or supplemented by this Resolution, Resolution No. 2024-19, together with all supplements, amendments, and exhibits thereto is, and shall continue to be, in full force and effect as originally adopted, and otherwise contained herein shall, or shall be construed to, modify, invalidate, or otherwise affect and provision of Resolution No. 2024-19.

PASSED AND ADOPTED at a regular meeting of the Board of Directors of the Sonoma-Marín Area Rail Transit District held on the 16th day of April 2025, by the following vote:

DIRECTORS:

AYES:

NOES:

ABSENT:

ABSTAIN:

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

ATTEST:

Leticia Rosas, Clerk of the Board of Directors
Sonoma-Marín Area Rail Transit District

Appendix C - Position Authorization

Number of Positions	Position Title	Hourly		Annual	
		Min	Max	Min	Max
Administration					
1	Accountant I	\$ 37.27	\$ 46.59	\$ 77,521.60	\$ 96,907.20
1	Accounting Manager	\$ 65.76	\$ 82.20	\$ 136,780.80	\$ 170,976.00
1	Accounts Payable Technician	\$ 31.35	\$ 39.19	\$ 65,208.00	\$ 81,515.20
3	Administrative Assistant	\$ 32.14	\$ 40.18	\$ 66,851.20	\$ 83,574.40
1	Assistant General Counsel	\$ 90.66	\$ 113.33	\$ 188,572.80	\$ 235,726.40
1	Assistant Planner	\$ 40.13	\$ 50.16	\$ 83,470.40	\$ 104,332.80
1	Budget and Finance Manager	\$ 65.76	\$ 82.20	\$ 136,780.80	\$ 170,976.00
1	Chief Financial Officer	\$ 118.88	\$ 148.60	\$ 247,270.40	\$ 309,088.00
1	Clerk of the Board/ Executive Assistant	\$ 46.54	\$ 58.18	\$ 96,803.20	\$ 121,014.40
1	Communications and Marketing Coordinator	\$ 40.13	\$ 50.16	\$ 83,470.40	\$ 104,332.80
1	Communications and Marketing Manager	\$ 74.41	\$ 93.01	\$ 154,772.80	\$ 193,460.80
1	Communications and Marketing Specialist	\$ 59.54	\$ 74.43	\$ 123,843.20	\$ 154,814.40
1	Communications and Marketing Specialist - Limited Term Position	\$ 55.32	\$ 69.15	\$ 115,065.60	\$ 143,832.00
1	General Counsel	\$ 118.95	\$ 148.69	\$ 247,416.00	\$ 309,275.20
1	General Counsel - Limited Term Position	\$ 118.95	\$ 148.69	\$ 247,416.00	\$ 309,275.20
1	General Manager	\$ 152.35		\$ 316,888.00	\$ -
2	Grants and Budget Analyst	\$ 52.66	\$ 65.83	\$ 109,532.80	\$ 136,926.40
1	Grants and Legislative Affairs Manager	\$ 76.23	\$ 95.29	\$ 158,558.40	\$ 198,203.20
1	Human Resources Manager	\$ 74.41	\$ 93.01	\$ 154,772.80	\$ 193,460.80
1	Human Resources Specialist	\$ 38.20	\$ 47.75	\$ 79,456.00	\$ 99,320.00
1	Information Systems Analyst	\$ 46.54	\$ 58.18	\$ 96,803.20	\$ 121,014.40
1	Information Systems Manager	\$ 76.27	\$ 95.34	\$ 158,641.60	\$ 198,307.20
1	Information Systems Technician	\$ 41.14	\$ 51.43	\$ 85,571.20	\$ 106,974.40
1	Legal Administrative Assistant	\$ 37.27	\$ 46.59	\$ 77,521.60	\$ 96,907.20
1	MMIS Analyst	\$ 58.09	\$ 72.61	\$ 120,827.20	\$ 151,028.80
1	Ops Information Systems Technician	\$ 44.30	\$ 55.32	\$ 92,144.00	\$ 115,065.60
1	Payroll Technician	\$ 33.08	\$ 41.35	\$ 68,806.40	\$ 86,008.00
1	Planning Manager	\$ 74.41	\$ 93.01	\$ 154,772.80	\$ 193,460.80
1	Procurement and Contracts Analyst	\$ 48.90	\$ 61.13	\$ 101,712.00	\$ 127,150.40
1	Procurement and Contracts Manager	\$ 69.09	\$ 86.36	\$ 143,707.20	\$ 179,628.80
1	Procurement Technician	\$ 32.14	\$ 40.18	\$ 66,851.20	\$ 83,574.40
1	Real Estate Manager	\$ 82.09	\$ 102.61	\$ 170,747.20	\$ 213,428.80
1	Regulatory Compliance & Civil Rights Manager	\$ 74.41	\$ 93.01	\$ 154,772.80	\$ 193,460.80
1	Senior Buyer	\$ 53.98	\$ 67.48	\$ 112,278.40	\$ 140,358.40
1	Senior Management Analyst	\$ 59.54	\$ 74.43	\$ 123,843.20	\$ 154,814.40
1	Senior Planner	\$ 55.32	\$ 69.15	\$ 115,065.60	\$ 143,832.00
1	Senior Real Estate Officer	\$ 55.29	\$ 69.11	\$ 115,003.20	\$ 143,748.80
	Interns (Multiple)	\$ 18.00			
38					
# of Positions	Position Title	Hourly		Annual	
Capital		Min	Max	Min	Max
2	Assistant Engineer	\$ 48.90	\$ 61.13	\$ 101,712.00	\$ 127,150.40
1	Associate Engineer	\$ 56.71	\$ 70.89	\$ 117,956.80	\$ 147,451.20
1	Chief Engineer	\$ 97.54	\$ 121.93	\$ 202,883.20	\$ 253,614.40
2	Junior Engineer	\$ 42.17	\$ 52.71	\$ 87,713.60	\$ 109,636.80
1	Manager Train Control Systems	\$ 97.54	\$ 121.93	\$ 202,883.20	\$ 253,614.40
1	Principal Engineer	\$ 76.27	\$ 95.34	\$ 158,641.60	\$ 198,307.20
1	Senior Engineer	\$ 65.76	\$ 82.20	\$ 136,780.80	\$ 170,976.00
9					

# of Positions	Position Title	Hourly		Annual	
		Min	Max	Min	Max
1	Administrative Services Specialist	\$ 46.53	\$ 58.16	\$ 96,782.40	\$ 120,972.80
3	Bridge Tender		\$ 35.83	\$ -	\$ 74,526.40
1	Chief Operating Officer	\$ 102.57	\$ 128.21	\$ 213,345.60	\$ 266,676.80
1	Chief of Police	\$ 88.39	\$ 110.49	\$ 183,851.20	\$ 229,819.20
3	Code Compliance Officer	\$ 36.36	\$ 45.45	\$ 75,628.80	\$ 94,536.00
1	Code Compliance Officer - Limited Term	\$ 36.36	\$ 45.45	\$ 75,628.80	\$ 94,536.00
6	Conductor *		\$ 45.52	\$ -	\$ 94,681.60
	Conductor Trainee*		\$ 38.70	\$ -	\$ 80,496.00
28	Engineer *		\$ 54.73	\$ -	\$ 113,838.40
	Engineer Trainee*		\$ 46.52	\$ -	\$ 96,761.60
1	Facilities Maintenance Supervisor	\$ 52.80	\$ 64.18	\$ 109,824.00	\$ 133,494.40
3	Facilities Maintenance Technician		\$ 44.81	\$ -	\$ 93,204.80
2	Inventory and Parts Clerk	\$ 33.08	\$ 41.35	\$ 68,806.40	\$ 86,008.00
4	Materials Sourcing Specialist	\$ 36.36	\$ 45.45	\$ 75,628.80	\$ 94,536.00
1	Materials Sourcing Specialist	\$ 38.18	\$ 47.72	\$ 79,414.40	\$ 99,257.60
4	Inventory Manager / Asset Management Specialist	\$ 56.71	\$ 70.89	\$ 117,956.80	\$ 147,451.20
1	Inventory and MMS Manager	\$ 59.55	\$ 74.44	\$ 123,864.00	\$ 154,835.20
1	Lead Facility Maintenance Engineer		\$ 49.29	\$ -	\$ 102,523.20
1	Maintenance of Way Manager	\$ 78.17	\$ 97.71	\$ 162,593.60	\$ 203,236.80
1	Maintenance of Way Superintendent	\$ 65.76	\$ 82.20	\$ 136,780.80	\$ 170,976.00
2	Operation Communication Specialist	\$ 37.27	\$ 46.59	\$ 77,521.60	\$ 96,907.20
1	Safety & Compliance Officer	\$ 67.38	\$ 84.23	\$ 140,150.40	\$ 175,198.40
1	Senior Administrative Assistant	\$ 35.47	\$ 44.34	\$ 73,777.60	\$ 92,227.20
2	Signal Supervisor	\$ 56.31	\$ 68.43	\$ 117,124.80	\$ 142,334.40
8	Signal Technician **		\$ 59.34	\$ -	\$ 123,427.20
	Signal Technician Trainee (2) **		\$ 44.50	\$ -	\$ 92,560.00
2	Track Maintenance - Laborers		\$ 33.50	\$ -	\$ 69,680.00
5	Track Maintainer I		\$ 44.38	\$ -	\$ 92,310.40
1	Track Maintainer II		\$ 48.82	\$ -	\$ 101,545.60
2	Track Maintenance Supervisor	\$ 52.67	\$ 64.03	\$ 109,553.60	\$ 133,182.40
1	Transportation Manager	\$ 78.17	\$ 97.71	\$ 162,593.60	\$ 203,236.80
1	Transportation Superintendent	\$ 65.76	\$ 82.20	\$ 136,780.80	\$ 170,976.00
12	Transportation Supervisor	\$ 58.13	\$ 72.66	\$ 120,910.40	\$ 151,132.80
10	Vehicle Maintenance - Laborers		\$ 34.31	\$ -	\$ 71,364.80
1	Vehicle Maintenance Manager	\$ 78.17	\$ 97.71	\$ 162,593.60	\$ 203,236.80
5	Vehicle Maintenance Supervisor	\$ 58.13	\$ 72.66	\$ 120,910.40	\$ 151,132.80
12	Vehicle Maintenance Technician ***		\$ 54.23	\$ -	\$ 112,798.40
	Vehicle Maintenance Tech Trainee (2) ***		\$ 40.67	\$ -	\$ 84,593.60
121					
Freight		Min	Max	Min	Max
0.5	Administrative Assistant	\$ 32.14	\$ 40.18	\$ 66,851.20	\$ 83,574.40
1	Freight Manager	\$ 78.17	\$ 97.71	\$ 162,593.60	\$ 203,236.80
3	Freight Utility Worker	\$ 36.36	\$ 45.45	\$ 75,628.80	\$ 94,536.00
2	Freight Utility Worker/ Dispatcher	\$ 36.36	\$ 45.45	\$ 75,628.80	\$ 94,536.00
6.5					

Total FTE 174.5

* Total positions cannot exceed 34.
 ** Total positions cannot exceed 8.
 *** Total positions cannot exceed 12.



Chris Coursey, Chair
Sonoma County Board of Supervisors

Mary Sackett, Vice Chair
Marin County Board of Supervisors

Janice Cader Thompson
Sonoma County Mayors' and
Councilmembers Association

Kate Colin
Transportation Authority of Marin

Victoria Fleming
Sonoma County Mayors' and
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Patty Garbarino
Golden Gate Bridge,
Highway/Transportation District

Ariel Kelley
Sonoma County Mayors' and
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Barbara Pahre
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April 16, 2025

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

SUBJECT: Fare-Free Program for Youth and Seniors

Dear Board Members:

RECOMMENDATION: Approve the Renew of the Fare-Free Program for Youth and Seniors for FY25-FY26.

In 2023, your Board of Directors approved a 15-month pilot program for free fares for Youth and Seniors on SMART, from April 2024 through June 2025. With the program now in effect for 12 months, this memo presents the outcomes of the program as information for FY25-26 renewal.

SUMMARY:

Youth (ages 0-18) and seniors (over 65) have been fare-free on SMART since April 1, 2024. To evaluate the effectiveness of the program, boardings by youth and seniors in March 2025 were compared to March 2024, the month prior to program implementation. In March 2025, seniors made up 17% and youth made up 26% of total SMART riders, a 103% increase over March 2024.

BACKGROUND:

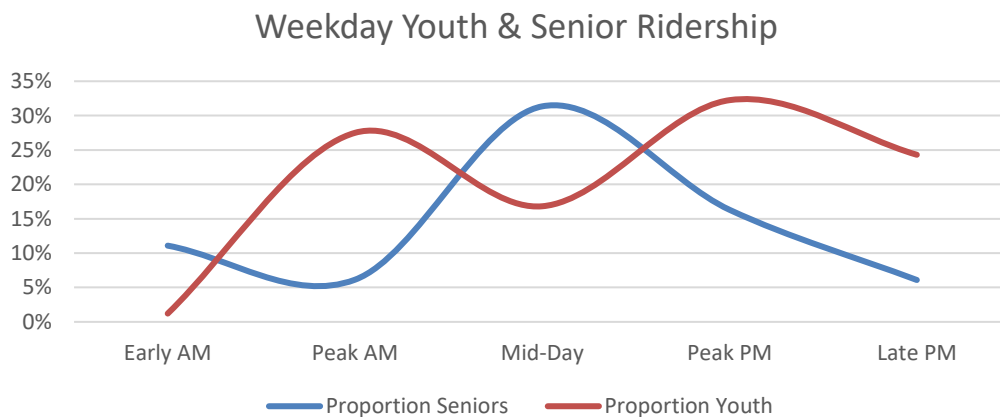
While SMART utilizes an Automatic Passenger Counter (APC) system which records all boardings and alightings on the train, the APC cannot distinguish between fare categories. Due to the lack of fare media boarding data, manual counts are required to provide data on youth and senior boardings. SMART staff conducted rider counts throughout the month of March 2025 to compare the data to March 2024, which was the last month with paid youth and senior boardings data.

Staff conducted manual counts on 57 weekday trips and 27 weekend trips throughout the month, including low, medium, and high-ridership trips. Trips were divided into time-of-day categories: Early AM, Peak AM, Midday, Peak PM, and Late PM, and proportions of seniors and youth were averaged into these categories. Trips with abnormally high ridership for either group were only averaged on a trip, and not time-of-day category, level.

The trip categories were used to create a weighted average, yielding average senior ridership of 17% of total boardings, and average youth ridership of 26% of total boardings.

The charts below show the ridership fluctuations by time of day. While midday trains are more popular with senior riders, the busiest youth ridership is during the peak AM and early peak PM periods, carrying youth to and from school.

Weekday Trips	Average % Seniors	Average % Youth
Early AM	11%	1%
Peak AM	6%	28%
Midday	31%	17%
Peak PM	16%	32%
Late PM	6%	24%
Overall Weekday	16%	25%



Weekend ridership showed higher shares of both youth and senior boardings, with both Saturday and Sunday averaging 20% senior ridership and 28% youth ridership.

Between March 2024 and March 2025, overall boardings on SMART increased by 43%. Of this increase, senior ridership increased by 71%, youth ridership increased by 130%, while adult ridership is estimated to have increased by 11%.

CONCLUSION:

Overall, the fare-free program has increased the combined share of youth and seniors onboard SMART from 21% to 42%, which mirrors the population share of youth and seniors in Marin and Sonoma Counties (42%) based on Census data. While some of this increase can be attributed to an overall rise in system ridership, the dramatic difference between the youth and senior increase (103%), and the increase in adults (11%) suggests that removing the barrier of fare payment was the primary factor supporting this change. SMART has also observed an anecdotal increase in adult ridership due to adults accompanying youth and seniors on trips.

FISCAL IMPACT: The estimated financial impact of the program is \$365,000 in lost fare revenues. This estimate is based on the average youth and senior fares pre-program and a 10% ridership increase overall, with youth and senior ridership share remaining at 21%. SMART is currently on track to meet farebox revenue projections for FY25, due largely to the substantial increase in ridership across all fare categories and decrease in farebox recovery ratio from 6.5% to 5.8%.

The financial impacts of this program can be viewed in terms of the Investment per Passenger Miles (IPPM), which reflects the value of the longer distances traveled on a regional service like SMART; the average passenger trip length is 21 miles. The IPPM divides operating cost, less any fare revenue, by passenger miles traveled. In FY 24, the Investment per Passenger Mile (IPPM) was \$1.81, the lowest for any transit agency in Sonoma or Marin Counties. SMART is estimating that the free youth and senior program will increase boardings by 250,000 in FY25. With the additional riders from this program, the increase in passenger miles traveled outweighs the reduction in fare revenue and decreases the estimated IPPM from \$1.90 to \$1.60 per passenger mile.

If renewed, continuation of the program will take effect on July 1, with approval of the FY25-FY26 Budget.

REVIEWED BY: Finance /s/ Counsel /s/

Respectfully,

/s/
Emily Betts
Planning Manager