



Sonoma-Marín Area Rail Transit  
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Sonoma County Board of Supervisors

**GENERAL MANAGER**  
Eddy Cumins

June 17, 2026

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

**SUBJECT:** Fiscal Year 2026-2027 Annual Budget Adoption

Dear Board Members:

**RECOMMENDATIONS:** Approve Resolution No. 2026-17, adopting the Fiscal Year 2026-2027 Annual Budget and Resolution No. 2026-18 declaring and ratifying the annual appropriation limit for Fiscal Year 2026-2027

**SUMMARY:**

The Fiscal Year 2026-2027 Draft Budget was presented to the Board of Directors for review and comment on May 20, 2026, and was available for review and public comment between May 8, 2026, and May 29, 2026.

**Passenger Rail and Pathways**

The Fiscal Year 2027 revenue estimate for passenger rail and pathways totals \$92.6 million, and total expenditures are estimated at \$101.5 million. Expenditures are greater than revenues by \$9 million, which will reduce the estimated fund balance at the end of Fiscal Year 2026-2027 to \$48.4 million.

**Freight Rail**

For Fiscal Year 2026-2027, total revenues are estimated at \$2.9 million, and total expenditures are estimated at \$2.9 million. Expenditures equal revenues, which will leave Freight with a zero-dollar fund balance at the end of the 2026-2027 Fiscal Year.

**Changes to the Draft Budget issued May 8, 2026**

**Passenger Rail and Pathways**

*Revenues*

Based on updated revenue estimates, the Fiscal Year 2026/2027 Budget revises the following fund sources:

- Low Carbon Transit Operations Program (LCTOP) funds increased by \$36,099 from \$763,868 to \$799,967
- State Rail Assistance (SRA) increased by \$1,476 from \$5,085,000 to \$5,086,476

- State Transit Assistance (STA) – Revenue decreased by \$266,844 from \$2,156,953 to \$1,890,109
- State Transit Assistance (STA) – Population amounts for Marin and Sonoma were combined onto one line and increased by \$206,538 from \$1,114,982 to \$1,321,520
- State Transit Assistance (STA) State of Good Repair funds increased by \$14,797 to \$752,058
- SMART was informed that all MASCOT funding would come through the State Transit Assistance, so MASCOTS funding is now listed under State Funds
- These changes in funding estimates reduce the fund balance by \$7,934

#### *Expenditures*

No changes

#### **Freight Rail**

No changes

#### *Appendices Updated Based on Changes*

- Appendix A – Passenger Rail Sources and Uses
- Appendix C – Position Authorization
  - This Appendix is amended based on changes integrated into the Fiscal Year 2026 Budget through Amendments approved by the Board since the preparation of the Fiscal Year 2026-2027 Draft Budget

#### *Appendices Included*

- Appendix D – Statistical Information
- Appendix F – Appropriation Calculation
  - Documentation for the calculation was not received until May 26, 2026, and was therefore unavailable to be included in the Fiscal Year 2026-2027 Draft Budget

#### **Comments on the Draft Budget**

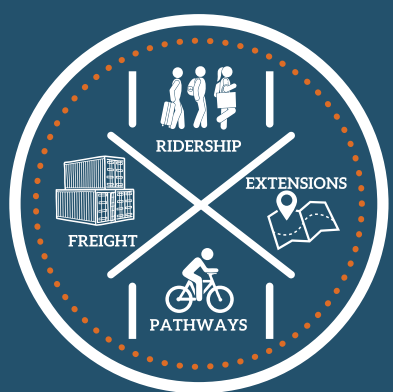
The public comment period was open between May 8, 2026, and May 29, 2026. SMART received three (3) comments. Please see the attached for the details of those comments. One change was made based on the comments received. STCTA was changed to SCTCA.

Sincerely,

/s/

Heather McKillop  
Chief Financial Officer

Attachment(s):                      Fiscal Year 2026-2027 Budget  
                                                    Public Comments – Fiscal Year 2026-2027 Annual Budget  
                                                    Resolution No. 2026-17 – Fiscal Year 2026-2027 Annual Budget  
                                                    Resolution No. 2026-18 – Annual Appropriation Limit



SONOMA-MARIN AREA RAIL TRANSIT DISTRICT  
**BUDGET**  
**FISCAL YEAR 2026-2027**



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Matthew Larrabure, Sonoma County

Thomas Engdahl, Vice Chair, Marin County

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## SMART EXECUTIVE MANAGEMENT

Eddy Cumins, General Manager

Bill Gamlen, Chief Engineer

Heather McKillop, Chief Financial Officer

Jessica Sutherland, General Counsel

Marc Bader, Chief Operating Officer

## ABOUT SMART

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The Sonoma-Marin Area Rail Transit (SMART) District was established by the California Legislature with the authorization of Assembly Bill 2224 in 2002. The SMART District includes Sonoma and Marin Counties and was formed to provide the unified and comprehensive structure for ownership and governance of the passenger and freight rail system within Sonoma and Marin Counties, as well as to provide passenger and freight train service along the existing publicly owned railroad right-of-way.

SMART rail service began in August of 2017 with two-way passenger train service spanning 43 miles and 10 stations, from Downtown San Rafael in Marin County to Airport Boulevard in Sonoma County.

In March of 2022, SMART assumed the right-of-way between Healdsburg and the Mendocino County line from the North Coast Rail Authority (NCRA) and the freight operations on the Brazos Branch from the Northwestern Pacific Railroad Company (NWPCo), the service operator from Napa County to Petaluma since 2011.

Passenger rail service is provided by diesel multiple unit (DMU) rail vehicles utilizing one of the first Positive Train Control systems for passenger rail. In late 2019, SMART opened two new stations in Downtown Novato and Larkspur, facilitating connection via regional Ferry to San Francisco. These two stations in Marin County increased the rail line to 45 miles. In January of 2025, SMART opened the infill station at Petaluma North for a total of 13 passenger stations. The rail and pathway

extension to Windsor opened in June of 2025, increasing the number of passenger stations to 14 and the length of SMART's system to 48 miles.

In April of 2026, SMART increased rail service as part of the implementation of the Marin-Sonoma Coordinated Transit Service Plan (MASCOTS), an effort designed to more efficiently and effectively provide transit service in the 101 corridor between Marin and Sonoma counties. SMART is currently offering its highest level of service, with 48 weekday trips and 24 weekend trips.

As of 2026, SMART and partner agencies constructed 39 miles of bicycle/pedestrian pathway, including 29 miles of Class I pathway, on its right-of-way. Class I Multi-Use Paths are fully separated from roadways and are exclusively for cyclist and pedestrian use. The pathway connects to SMART stations where cyclists can find secure parking or can bring their bicycles on-board the train.



## SMART'S HISTORY

2002	The SMART District was created by the California Legislature
2008	SMART's ¼ cent sales tax was passed
August 2017	Passenger service started between San Rafael and Santa Rosa Airport to include 34 weekday trips and 10 weekend trips
October 2017	Tubbs Fire
January 2019	SMART reaches the One Millionth Rider mark
February 2019	Area flooding
October 2019	Kincade Fire
December 2019	Larkspur Extension and Downtown Novato Station open
January 2020	Service increases to 38 weekday trips
March 2020	COVID-19 Shelter-in-Place orders; weekday trips reduced to 16 and weekend service annulled
August 2020	LNU Lighting Complex Fires
Spring 2021	Fares lowered by 40%; 10 additional weekday trips are added for a total of 26 weekday trips; Saturday service returns
March 2022	Assumed freight operations from the Northwestern Pacific Railroad Company (NWPCo.)
June 2022	Additional 10 weekday trips added for a total of 36 weekday trips
September 2022	Launched real-time map and arrival prediction tool on SMART website
October 2022	Additional two weekday trips are added for a total of 38 weekday trips
June 2023	Launched free Summer Youth Pass
June 2023	Commenced new SMART Connect service at Sonoma Co. Airport Station
July 2023	Reduced 31-day pass price by 15% to reflect hybrid work schedule of 3 days a week in office
October 2023	Added one weekend round trip for total of 16 weekend trips
November 2023	Groundbreaking for Petaluma North Station and pathways
November 2023	Secured funding to complete previously suspended work on the Windsor Extension and re-engaged contractors
Spring 2024	Strategic Plan listening sessions held to inform the Strategic Plan update
April 2024	Youth and Seniors Ride Free Program implemented
June 2024	Launched SMART Connect shuttle at Larkspur
August 2024	Additional four weekday trips added for a total of 42 weekday trips
December 2024	SMART's 2025-2030 Strategic Plan adopted

January 2025	Opened Petaluma North Station and completed the McDowell Boulevard grade crossing and paving work
January 2025	McInnis Pathway construction completed and pathway opened
May 2025	Windsor Extension completed, Windsor Station opened
June 2025	Pathway segment from Airport Boulevard in Santa Rosa to Windsor Road in Windsor opened as part of the Windsor Extension project
August 2025	Pathway segments from South Point Boulevard in Petaluma to Main Street in Penngrove and from Golf Course Drive in Rohnert Park to Bellevue Avenue in Santa Rosa to open to the public
September 2025	Progressive Design-Build Contract awarded for Healdsburg Extension of railway and pathway
April 2026	MASCOTS service increases implemented, expanding service by 19% - weekday trips increased to 48 and weekend trips increased to 24
May 2026	Healdsburg Extension groundbreaking
June 2026	Voters authorized a 30-year extension of SMART's 1/4 cent sales and use tax

## SMART PASSENGER RAIL & PATHWAY SYSTEM

### SYSTEM STATISTICS

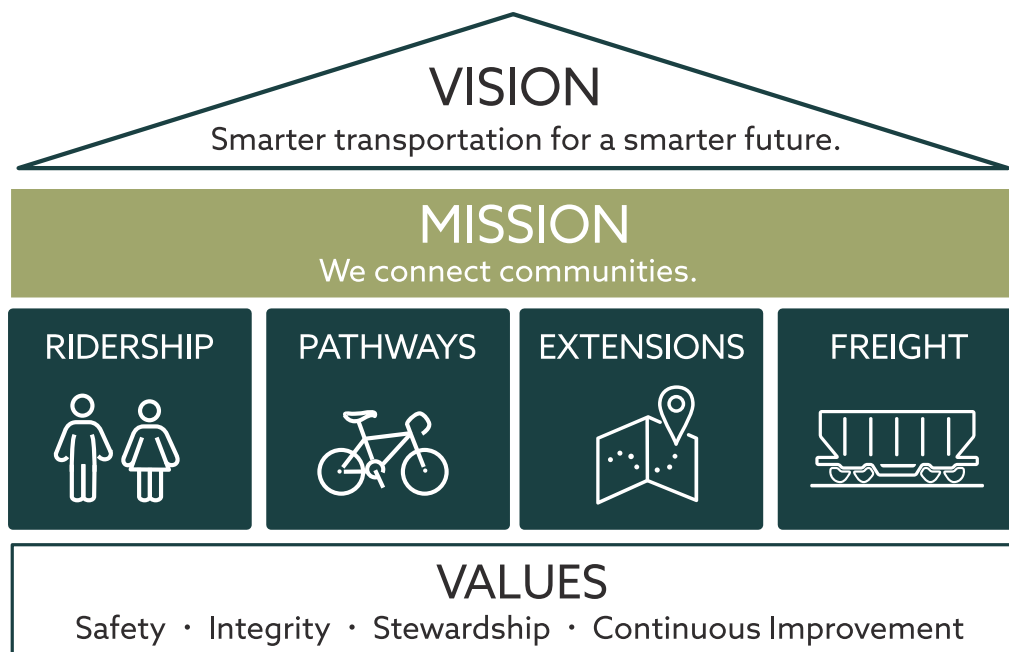
- Forty-eight (48) miles of rail corridor – connecting the Larkspur Ferry to the Town of Windsor
- Twenty-one (21) miles of pathway maintained by SMART of the thirty-nine (39) overall pathway miles providing a first/last mile connection to the rail corridor
- Fourteen (14) stations constructed and open
- Seven (7) park-n-ride lots
- Seventy-four (74) public crossings
- Thirty-five (35) bridges
- Two (2) tunnels
- Eighteen (18) Diesel Multiple Units (DMUs) comprise SMART's fleet

# SMART SYSTEM MAP



# MISSION, VISION, AND VALUES

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In Fiscal Year 2022, the Board of Directors established and approved SMART’s Vision, Mission, Objectives, and Values. In Fiscal Year 2023, strategies for these objectives were developed and presented. In Fiscal Year 2025, guided by the Citizen’s Oversight Committee, the Board of Directors approved the Strategic Plan 2025–2030, which identifies a robust set of strategies

to achieve identified goals around SMART’s four pillars: Ridership, Pathways, Extensions, and Freight. SMART’s 2025–2030 Strategic Plan incorporated many of the existing SMART services, projects, and initiatives funded and implemented in Fiscal Years 2025 and 2026, while identifying new strategies and actions to guide the agency through 2030.

## FISCAL YEAR 2026 PROGRESS TOWARD SMART'S GOALS

SMART's Strategic Plan was adopted in the second quarter of Fiscal Year 2025, and the 2026 Budget was developed to support and implement its core goals. The following sections present the projects delivered under each of the four strategic objective areas through the end of Fiscal Year 2026.

### Ridership

The Fiscal Year 2026 Budget aimed to increase ridership through a range of initiatives. In the previous fiscal year, SMART opened new stations: the Petaluma North Station and the Windsor Station. The addition of these two stations marked a significant milestone in SMART's development, adding passenger and pathway miles as well as new riders from communities north of Santa Rosa. As a result, ridership is trending higher every month, with April of 2026 reaching the highest ridership levels since system inception. Through April, the average daily ridership in Fiscal Year 2026 is 4,534 riders per weekday, 2,765 riders on Saturdays, and 2,232 riders on Sunday.

In April of 2026, SMART increased service as part of the Marin-Sonoma Coordinated Transit Service (MASCOTS) Plan, aligning with nine regional agencies to improve transit in the North Bay. SMART began earlier morning service, filled in mid-day schedule gaps, provided increased evening service, improved connections with local bus service, and overall increased transit options for residents and visitors alike. This new service plan adds six weekday trips for a total of 48 weekday trips and eight additional weekend trips for a total of 24 each weekend day. Throughout Fiscal Year 2026, SMART continued providing three-car trains when available for events including Giants games and the Butter and Eggs Festival to support passenger needs.

The Youth and Seniors Ride Free program began in April 2024 and has led to significant increases in youth and senior ridership, as well as in ridership of adults paying full fares. Fiscal Year 2026 ridership among youth and seniors has increased by 195% compared to Fiscal Year 2024, prior to the

implementation of this program. Youth and seniors now make up an estimated 43% of SMART riders, mirroring the demographic patterns in Sonoma and Marin Counties. Overall ridership increased by 65% between Fiscal Year 2024 and Fiscal Year 2026, pointing to the success of this program, as well as other efforts to expand ridership.

The SMART Connect Shuttles at the Sonoma County Airport station and Larkspur station connect the SMART system to important transportation hubs and expand travel opportunities within the Bay Area and beyond. In Fiscal Year 2026, the Larkspur Shuttle received funding through a partnership between SMART, the Golden Gate Bridge Highway and Transportation District, and the Transportation Authority of Marin, allowing SMART riders a comfortable, accessible, and efficient route to the ferry. While the initial offering of the Larkspur Shuttle was four days a week, positive customer feedback led to an expansion of service in 2025 to seven days a week. Both shuttles currently operate daily, providing SMART riders with integral first and last mile connections.

SMART has also implemented initiatives to improve its service and enhance rider experience. In Fiscal Year 2026, SMART:

- Installed Public Information Display Signs to provide the public with real-time information on train arrival and connection times at every station platform.
- Worked with the Metropolitan Transportation Commission (MTC) to implement the updated Clipper 2.0 program to make the process of purchasing rides more streamlined.
- Partnered with the Transit app to allow passengers to plan multimodal transit trips and see rider alerts in the app.
- Supported the implementation of a Bikeshare program at SMART stations.
- Retrofitted a train car with additional bicycle parking as a pilot project.
- Increased coordination efforts with transit providers to improve bus and ferry connections whenever possible.

As a result of these projects, services, programs, and

enhancements, SMART is consistently increasing its ridership and is poised to surpass its initial Fiscal Year 2026 goal of 1,210,000 riders and is currently on track to meet its reach goal of 1,400,000 riders.

## Pathway

In Fiscal Year 2026, SMART advanced work on the multiuse pathway largely in the design and permitting stages. Two segments – from Guerneville Road to Airport Boulevard in Santa Rosa and from Hanna Ranch Road to Vintage Way in Novato – were previously planned to start construction but are awaiting final permitting requirements before the commencement of construction. The Joe Rodota to Third Street pathway segment in Santa Rosa will be procured for construction through a design/build contract in the beginning of the new fiscal year. For efficiency and economy of scale, that pathway segment will be built in conjunction with the Jennings Crossing project in Santa Rosa and the Third Street traffic signal work, both funded by the City of Santa Rosa. Design for the Puerto Suello pathway was initiated in Fiscal Year 2025 and the work was completed in Fiscal Year 2026. The project is awaiting further funding to move into the construction phase. Design work also began on the pathway segments associated with SMART's extension to Healdsburg.

## Extensions

In Fiscal Year 2026, SMART executed a Progressive Design-Build (PDB) contract for the Healdsburg Extension. This represents a substantial step toward the goal of a continuous system between Larkspur and Cloverdale as laid out in SMART's authorizing legislation. The extension will include nearly nine miles of track, the Healdsburg station, twenty-one (21) at-grade crossings, six bridges, and a Positive Train Control system.

SMART is the first transit agency in the state to use PDB for a project of this scale, which was authorized by the state legislature in 2024 through SB 617. PDB allows for greater flexibility, responsiveness, transparency, and cost control than traditional construction delivery methods through ongoing, open-book negotiations between the contracting agency and the contractor.

SMART also continues its involvement in planning activities related to the East/West Rail Highway 37 Corridor Project. SMART's engineering team continues to support Caltrans on a rail service plan analysis that would incorporate rail into this corridor project.

## Freight

In Fiscal Year 2026, SMART's Freight Division secured an additional \$4 million of funding through the State of California for operations, capital, and State of Good Repair projects. The SMART Engineering team worked in conjunction with Freight to rehabilitate three bridges on the Brazos Branch. The Freight team also replaced hundreds of rail ties to maintain the right-of-way. Additionally, SMART partnered with the County of Marin to complete a grade crossing repair at Grandview Drive in Novato.

Unfortunately, the Freight Division undertook several emergency repairs in Fiscal Year 2026. There was an emergency repair necessary at the Highway 37 crossing in December. That repair was completed within twenty-four hours of the incident thanks to the quick actions of SMART staff and contractors. The Black Point Bridge was also damaged, both structurally and mechanically, which has necessitated a longer and more extensive repair process. The emergency repair is currently underway and is anticipated to be completed by the end of Fiscal Year 2026.

The freight division of SMART continues to seek out additional freight and storage customers or other methods to increase revenue.

## PERFORMANCE MEASURES – NATIONAL TRANSIT DATABASE (NTD)

After data reporting was required by Congress in 1974, the Federal Transit Administration's National Transit Database (NTD) was established as the system of record to track the financial, operating, and asset conditions of American transit systems to keep apprised of the industry and provide publicly available information and statistics. The NTD is designed to support local, state, and regional planning efforts and to help governments make multi-year comparisons and trend analyses. It contains a wealth of information such as agency funding sources, inventories of vehicles and maintenance facilities, safety event reports,

measures of transit service provided and consumed, and transit staffing data.

FTA uses NTD data to apportion funding to urbanized and rural areas in the United States. Transit agencies report data on several key metrics including Vehicle Revenue Miles (VRM), Vehicle Revenue Hours (VRH), Passenger Miles Traveled (PMT), Unlinked Passenger Trips (UPT), and Operating Expenses (OE).

SMART reports our information to NTD in October of each year for the previous fiscal year after the completion of the annual financial audit. NTD data for the preceding five years can be found in the table below.

NTD Metrics	2021	2022	2023	2024	2025
Boardings	122,849	354,328	640,099	850,270	1,123,685
Vehicle Revenue Miles	398,291	679,245	977,309	1,013,842	1,114,691
Passenger Miles	3,148,345	7,855,912	13,922,153	18,401,990	23,384,889
Operating Expense	\$24,833,822	\$27,834,598	\$30,585,066	\$35,581,765	\$37,453,652
Operating Cost per Vehicle Revenue Mile	\$62.35	\$40.98	\$31.30	\$35.10	\$33.60
Operating Cost per Passenger Mile	\$7.89	\$3.54	\$2.20	\$1.93	\$1.60
Passenger Trips per Vehicle Revenue Mile	0.3	0.5	0.7	0.8	1.0
Investment Per Passenger Mile (IPPM) = (Cost - Fare/Passenger Miles)	\$7.66	\$3.38	\$2.07	\$1.81	\$1.50
Fare Revenues	\$706,938	\$1,283,112	\$1,800,747	\$2,192,253	\$2,311,171
Farebox Recovery (Fare Revenues/ Operating Expense)	3%	5%	6%	6%	6%
Average Fare (Fares/Boardings)	\$5.75	\$3.62	\$2.81	\$2.58	\$2.06
Cost per Boarding (Operating Expense/ Boardings)	\$202.15	\$78.56	\$47.78	\$41.85	\$33.33
Subsidy per Boarding [(Cost - Fare)/ Boardings]	\$196.39	\$74.93	\$44.97	\$39.27	\$31.27

Note: Fiscal Years 2021 and 2022 were impacted by COVID and had reduced or curtailed service.



Image: Tom Rennie



Image: Tom Rennie

## FISCAL YEAR 2027 – STRATEGIC PLAN-LED BUDGET PRIORITIES

SMART’s five-year Strategic Plan created a roadmap to achieve SMART’s goals, informing the agency’s allocation of resources, investment decisions, and budgeting strategies. With each annual budget, SMART assesses requirements to meet its obligations, namely debt service, reserves, and operations and maintenance expenditures. After funding these obligations, SMART evaluates revenues for capital and state of good repair projects. SMART’s leadership looks at specific projects and initiatives requested by each department to determine how they fit into the priorities set by the Strategic Plan across capital, operating, and administrative budgets. While many of the goals laid out in the Strategic Plan are already partially or fully funded, either from outside sources or internal sales tax funds, others have not yet received funding.

For the Fiscal Year 2027 Budget, funding was prioritized as detailed here to ensure that the budget supports the implementation of the Strategic Plan. Listed below are the Strategic Plan’s five-year goals and the strategies that inform the Fiscal Year 2027 Budget.

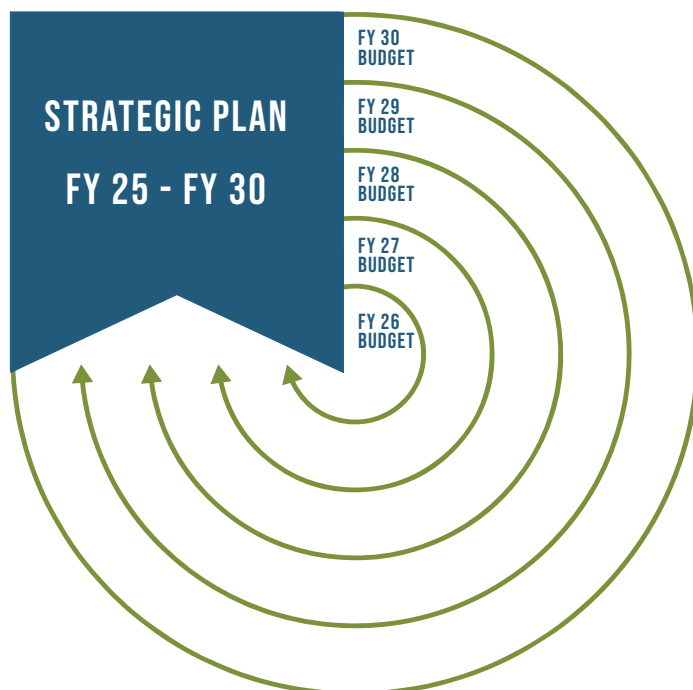


Figure: Strategic Plan–Budget Feedback Loop

### Ridership Goal: Increase to 5,000 riders per day

Strategies to advance this goal in Fiscal Year 2027:

- Maintain SMART’s system at the utmost state of good repair, providing reliability, safety, cleanliness, and accessibility for all riders
- Work with other transit providers to improve first/last mile connections
- Offer SMART Connect Shuttle service 7 days a week for improved first/last mile connections
- Continue affordable and user-friendly fare programs through the extension of the Youth and Seniors Fare Free program
- Conduct an on-board passenger survey to understand how to improve the passenger experience
- Improve communications by utilizing the Transit app as a hub for all rider updates
- Enrich the customer experience with the completion of SMART’s website upgrade
- Continue monitoring the system and ridership, adjusting where possible
- FY27 Ridership goal: 1,618,000

### Pathway Goal: Maintain existing pathway, design and construct planned pathway, enhance user experience

Strategies to advance this goal in Fiscal Year 2027:

- Maintain the existing pathway in a state of good repair
- Complete the design and permitting phase for planned pathways, ensuring segments are prepared for future phases once funding becomes available
- Pursue grant funding for unfunded segments
- Continue design of the pathway extension to Healdsburg as part of the Progressive Design Build (PDB) process, anticipating entering construction
- Commence construction on the Joe Rodota Trail to Third Street pathway segment in Santa Rosa, as part of the larger Santa Rosa Crossings project

- Brainstorm ways to improve the pathway for users, and investigate possible funding partners
- Expand the information available about the pathway on SMART's website

### **Extension Goal: Complete system extension to Cloverdale and explore planning the development of east/west alignment**

Strategies to advance this goal in Fiscal Year 2027:

- Advance the design of the Healdsburg extension through the PDB process to establish the project's overall Guaranteed Maximum Price (GMP) and enter final design and construction
- Pursue funding for extension north to Cloverdale
- Continue to partner with Caltrans and FRA Corridor ID Program through Highway 37 corridor activities and other SMART East-West project development

### **Freight Goal: Ensure long-term sustainability of freight operations**

Strategies to advance this goal in Fiscal Year 2027:

- Repair and maintain bridges, track, crossings, equipment, and locomotives
- Market freight and storage opportunities at SMART to acquire new business and increase annual revenue
- Evaluate potential fee increase to better align with market conditions



## BUDGET CYCLE

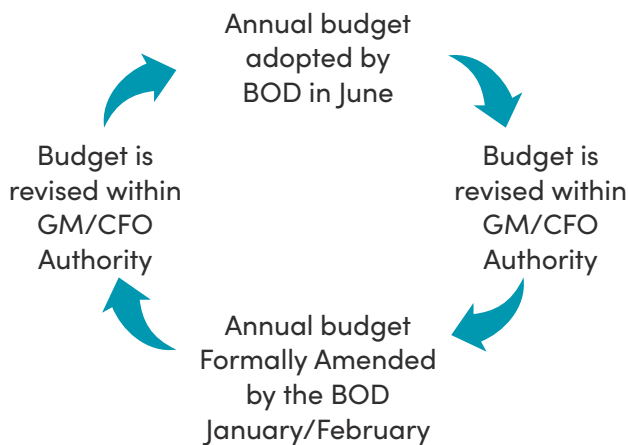
The Administrative Code of SMART, as adopted by the Board of Directors in July 2013, provides that the Board of Directors will adopt an annual budget no later than the District’s June meeting for the ensuing fiscal year.

The budget outlines the expected revenues and expenditure amounts needed for salaries, benefits, services, supplies, capital, and other necessary spending throughout the fiscal year. The budget limits the amount of total expenditures that can be incurred without further Board approval.

Budget adjustments can be made and approved by the General Manager or Chief Financial Officer as long as total expenditures in the Board-adopted Budget are not exceeded. In the event that total expenditures need to be increased, a budget amendment must be presented to the Board of Directors for approval.

As-needed budget amendments are presented to the Board of Directors for approval. Mid-year, a budget amendment is done which includes the most recent expectations for revenues and expenditures projected through fiscal year end.

At the end of each fiscal year, once the financial audit has been finalized, a comparison of the previous year’s budget to actual expenditures will be generated and presented to the Board of Directors for information.



## BASIS OF BUDGETING

The District’s financial statements are reported using the accrual basis of accounting, in line with the requirements of the Governmental Accounting Standards Board. Revenues are recorded when earned and expenses are recorded when a liability is incurred regardless of the timing of related cash flows. Sales taxes are recorded when earned and reported as non-operating revenue. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the funder have been met.

The District’s budget is prepared on a modified accrual basis with the following exceptions:

- Inclusion of capital outlays and debt principal payments as expenditures
- Inclusion of asset sale proceeds and debt issuance proceeds
- Exclusion of gains and losses on disposition of property and equipment
- Exclusion of the non-cash portion of long-term unfunded pension accruals

## FUND STRUCTURE

SMART reports its financial activity as an enterprise. We have two funds, the General Fund (01), with several sub funds for purposes of segregating expenditures, and the Freight Fund (60).

Fund	Description
<b>01</b>	<b>General Fund</b>
02	Bond Fund
03	Bond Reserve Fund
08	General Reserve Fund
15	Self-Insurance Fund
18	OPEB Pension Fund
20	Equipment Replacement Fund
30	Landing Way Replacement Fund
50	Capital Engineering Projects Fund
<b>60</b>	<b>Freight</b>

# BUDGET OVERVIEW

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## PASSENGER

The estimated revenue for passenger rail and pathways in Fiscal Year 2027 is \$91.8 million, which is slightly lower than the \$96.6 million projected for Fiscal Year 2026. The decrease is mainly due to reduced state grant funding for the Healdsburg Extension in Fiscal Year 2027. As future costs are determined through the Progressive Design-Build process for the Healdsburg Extension, additional funding will likely be added.

SMART will receive Federal 5337 funds for State of Good Repair projects for the second year, allowing the agency to undertake necessary maintenance, replacement, and rehabilitation projects. These 5337 funds in the amount of nearly \$7 million are in addition to the State and Federal grants that provide \$12.6 million of formula funds to support Fiscal Year 2027 operations.



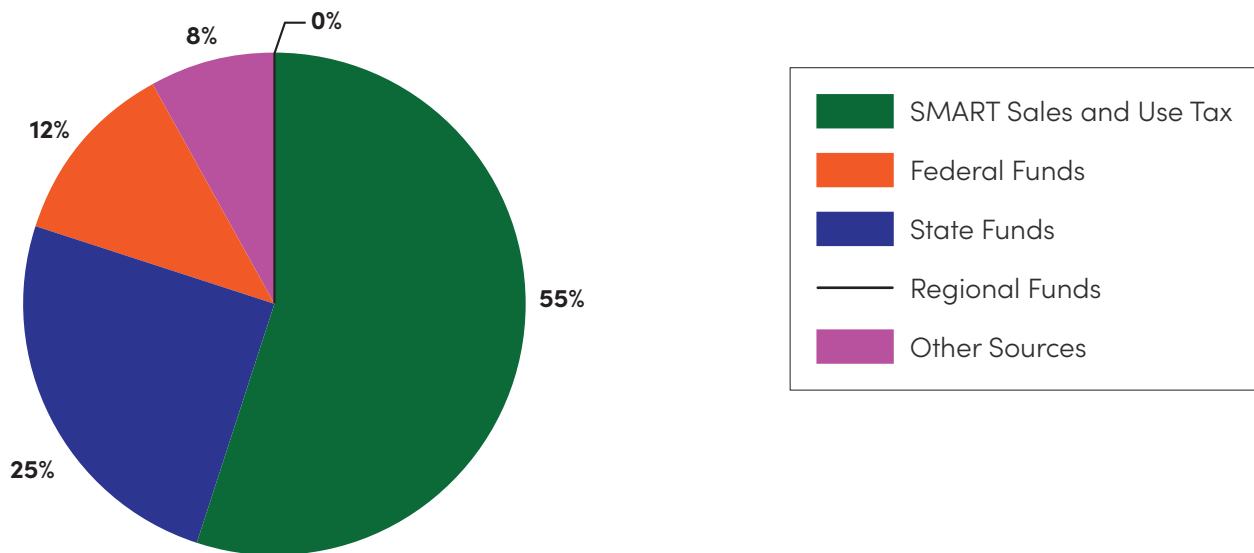
## FISCAL YEAR 2026 & FISCAL YEAR 2027 COMPARISON

Revenues	FY26 Amended Budget	FY27 Budget	Difference
SMART Sales and Use Tax	\$48,300,300	\$50,408,000	\$2,107,700
Federal Funds	\$7,349,744	\$11,189,778	\$3,840,034
State Funds	\$34,469,991	\$23,027,021	\$(11,442,970)
Regional Funds	\$2,224,000	\$50,000	\$(2,174,000)
Other Sources	\$4,258,926	\$7,110,300	\$2,851,374
<b>Total Revenues</b>	<b>\$96,602,961</b>	<b>\$91,785,099</b>	<b>\$(4,817,862)</b>

Expenditures	FY26 Amended Budget	FY27 Budget	Difference
Debt Service	\$16,996,844	\$16,998,869	\$2,025
Salaries & Benefits	\$31,682,864	\$33,997,748	\$2,314,884
- Reduction for Salaries Charged to Projects	\$(1,663,687)	\$(1,731,972)	\$(68,285)
- Reduction for Admin Salaries & Services to Freight	\$(34,944)	\$(18,782)	\$16,162
Services & Supplies	\$19,377,683	\$20,175,589	\$797,906
Contribution to OPEB/CalPERS Liability Fund	\$750,000	\$500,000	\$(250,000)
Vehicle/Equipment Capital Reserve	\$1,000,000	\$1,000,000	\$ -
Operating Reserve	\$1,231,027	\$170,299	\$(1,060,728)
Projects			
Non-Capital	\$5,054,293	\$4,023,434	\$(1,030,859)
State of Good Repair	\$3,356,368	\$10,079,775	\$6,723,407
Equipment	\$1,220,628	\$2,502,726	\$1,282,098
Facilities	\$26,092,718	\$11,619,000	\$(14,473,718)
Infrastructure	\$28,450	\$1,056,497	\$1,028,047
Non-Revenue Vehicles	\$752,000	\$1,169,000	\$417,000
<b>Total Expenditures</b>	<b>\$105,844,243</b>	<b>\$101,542,183</b>	<b>\$(4,302,060)</b>

# REVENUES

## FY27 ESTIMATED REVENUES

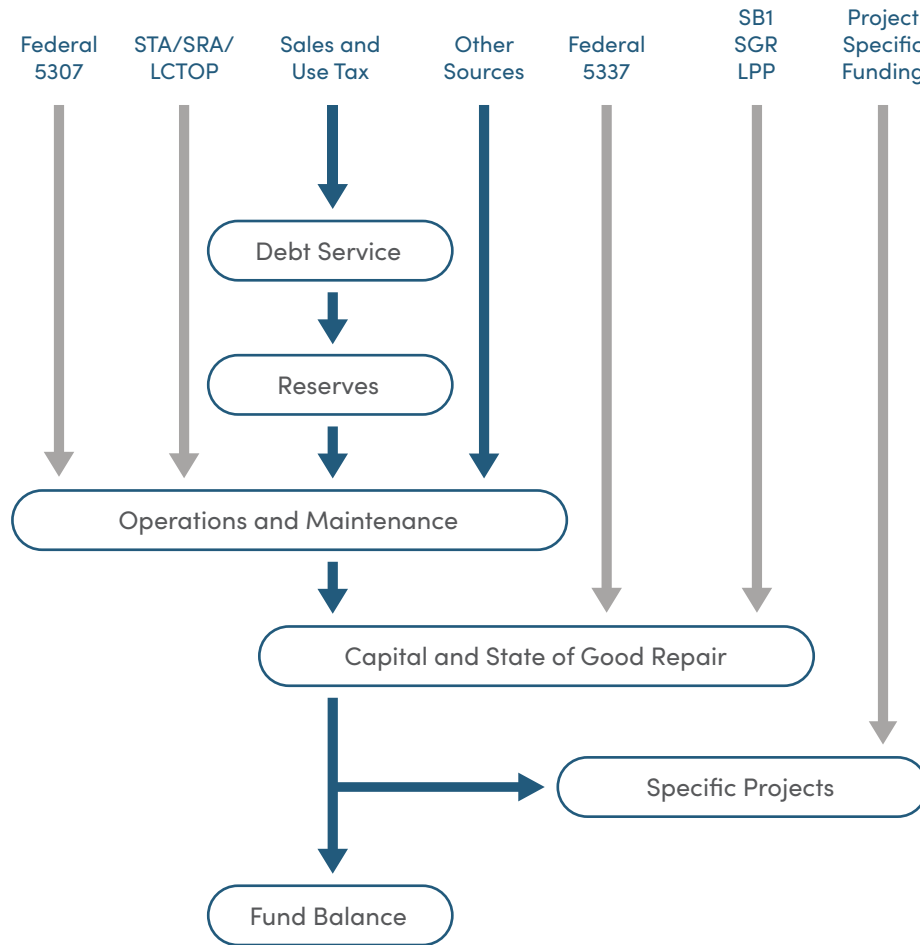


The revenue distribution for Fiscal Year 2027 shows a majority of revenues coming from SMART's Sales and Use Tax at 55% or \$50,408,000. State funds make up the next largest proportion at 25% or \$23,027,021 and includes both project-specific funding and formula funding. Federal funding makes up 12% of the budget at \$11,189,778, dedicated to State of Good Repair projects and Preventative Maintenance activities. Other sources account for 8% or \$7,110,300 of the budgeted revenues. These sources include fares, interest, leases, advertising, and other operational revenues. Regional funds show up in this chart at 0% but account for \$50,000 of revenues, tied to project funding.

## FISCAL YEAR 2027 ESTIMATED REVENUES

Revenues by Funding Sources	FY27
Sales and Use Tax	
Measure Q	\$50,408,000
Measure Q Cost of Collection	\$(850,000)
Net Sales & Use Tax	\$49,558,000
Measure Q Roll forward	\$1,626,044
<b>Subtotal</b>	<b>\$51,184,044</b>
Federal Funds	
5307 - Urbanized Area Formula Funds (Preventative Maintenance)	\$4,202,279
5337 - Federal State of Good Repair Funds	\$6,987,499
<b>Subtotal</b>	<b>\$ 11,189,778</b>
State Funds	
AHSC - Affordable Housing and Sustainable Communities	\$290,000
LCTOP - Low Carbon Transit Operating Program	\$799,967
LPP - Local Partner Program	\$1,151,291
SRA - State Rail Assistance	\$5,086,476
STA - State Transit Assistance (Population)	\$1,321,520
STA - State Transit Assistance (Revenue)	\$1,890,109
STA - SGR (State of Good Repair)	\$752,058
STA - Marin - MASCOTS	\$431,520
STA - MTC - MASCOTS	\$500,000
STA - SCTCA - MASCOTS	\$704,080
TIRCP - Windsor to Healdsburg Phase I	\$10,100,000
<b>Subtotal</b>	<b>\$23,027,021</b>
Regional Funds	
Regional Measure 3 (RM3)	\$50,000
<b>Subtotal</b>	<b>\$50,000</b>
Other Sources	
Advertising	\$140,595
Charges for Services	\$124,002
Fare Revenues - Passenger Rail	\$3,333,189
Fare Revenues - Shuttle	\$12,941
Interest Earning	\$1,500,000
Misc.	\$60,000
Parking	\$55,727
Rent - Real Estate	\$508,846
Other Governments/Private Sector	\$1,375,000
<b>Subtotal</b>	<b>\$7,110,300</b>
<b>Total Revenues</b>	<b>\$92,561,143</b>

## THE FLOW OF FUNDING



- SMART-administered funding/revenue
- Federal/State/Regionally-administered formula or discretionary funding

Figure 6: Flow of Funding

This funding flow chart was included in the Strategic Plan and helps to illustrate the funding SMART receives from all funding sources, and the activities each source can fund.

## SALES TAX

In November of 2008, voters in Sonoma and Marin Counties approved Measure Q, implementing one quarter of one percent (1/4%) sales and use tax for a period of 20 years beginning in April of 2009 and sunsetting in 2029. On June 2, 2026, the voters extended that sales and use tax (Measure B) for an additional 30 years through 2059.

The chart shows historical sales tax collections dating back to 2009. While we saw a decrease of revenues in Fiscal Year 2020, subsequent growth was in the double digits for Fiscal Year 2021 and 2022. While Fiscal Year 2023 finished out a little over a percentage point above Fiscal Year 2022, Fiscal Year 2024 showed a decrease in revenues from the previous year. Fiscal Year 2025 forecasts were down from their initial budgeted amount, coming in under the 2024 amount. Fiscal Year 2026 is projected to come in slightly over what was forecasted in last year’s budget. Fiscal Year 2027 models are estimating a slight increase, to just over \$50 million.



## HISTORICAL SALES TAX COLLECTIONS

	Sales Tax	Growth Rate	
2009	\$4,976,687	0%	
2010	\$24,059,929	383.45%	Actual
2011	\$26,826,843	11.50%	Actual
2012	\$28,303,501	5.50%	Actual
2013	\$30,435,753	7.53%	Actual
2014	\$32,473,329	6.69%	Actual
2015	\$33,845,426	4.23%	Actual
2016	\$34,776,012	2.75%	Actual
2017	\$36,061,895	3.70%	Actual
2018	\$37,135,476	2.98%	Actual
2019	\$41,241,140	11.06%	Actual
2020	\$38,978,630	-5.49%	Actual
2021	\$44,002,410	12.89%	Actual
2022	\$49,074,830	11.53%	Actual
2023	\$49,649,375	1.17%	Actual
2024	\$48,837,349	-1.64%	Actual
2025	\$48,804,068	-0.07%	Actual
2026	\$48,300,300	-1.03%	Estimated
2027	\$50,408,000	4.36%	Estimated
	<b>\$708,190,953</b>		

## STATE REVENUE

SMART receives formula allocations from four (4) state revenue programs itemized below. SMART may receive other state grants, but those are project-specific, awarded competitively, and typically provide one-time funding.

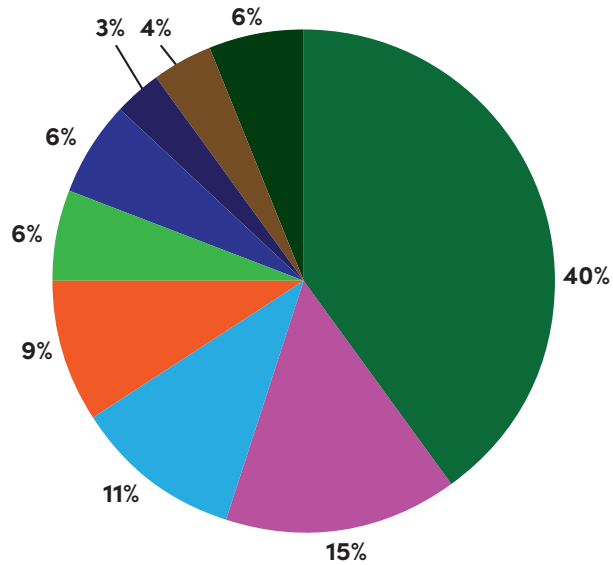
- **State Transit Assistance (STA):** A portion of the revenues derived from the state sales tax on diesel fuel purchases and registration fees is appropriated by the State Legislature to the State Transit Assistance Program for public transportation purposes. These STA revenues are allocated to public transit agencies throughout the State by formula based on population and operating revenues. This fund source increased through 2017 Senate Bill 1, the Road Repair and Accountability Act (SB1). SB1 created an additional STA program, the STA State of Good Repair (SGR) Program to provide annual funding to transit operators in California for eligible transit maintenance, rehabilitation, and capital projects. In Fiscal Year 2027 there are additional funds being allocated to SMART via the STA program through Marin County, the Metropolitan Transportation Commission (MTC), and the Sonoma County Transportation and Climate Authorities (SCTCA) to help fund higher service levels under the MASCOTS plan.
- **State Rail Assistance (SRA):** Also created through SB1, SRA directs a 0.5% portion of new diesel sales tax revenue for allocation: half to the state's five commuter rail providers (Altamont Corridor Express Authority (ACE), North County Transit Development Board (Coaster), Peninsula Corridor Joint Powers Board (Caltrain), Sonoma-Marin Area Rail Transit District (SMART), Southern California Regional Rail Authority (Metrolink)) and half to intercity rail corridors.
- **Local Partnership Program - Formula (LPP-F):** SB 1 established the Local Partnership Program Formula fund source. This program appropriates funding annually from the Road Maintenance and Rehabilitation Account to local and regional transportation agencies that have voter-approved taxes or that have imposed fees dedicated solely for transportation

improvements. The funds are managed by the California Transportation Commission, which also manages a competitively awarded portion of the Local Partnership Program.

- **Low Carbon Transit Operations Program (LCTOP):** LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. Funds for this program come from State Cap and Trade auctions. Approved LCTOP projects support new or expanded bus or rail services, expand intermodal transit facilities, or support equipment acquisition, fueling, maintenance and other costs to operate those services or facilities.



### FY27 ESTIMATED STATE FUNDS



- LCTOP - Low Carbon Transit Operating
- LPP - Local Partnership Program
- SRA - State Rail Assistance
- STA - State Transit Assistance (Population)
- STA - State Transit Assistance (Revenue)
- STA - SGR (State of Good Repair)
- STA - Marin - MASCOTS
- STA - MTC - MASCOTS
- STA - SCTCA - MASCOTS



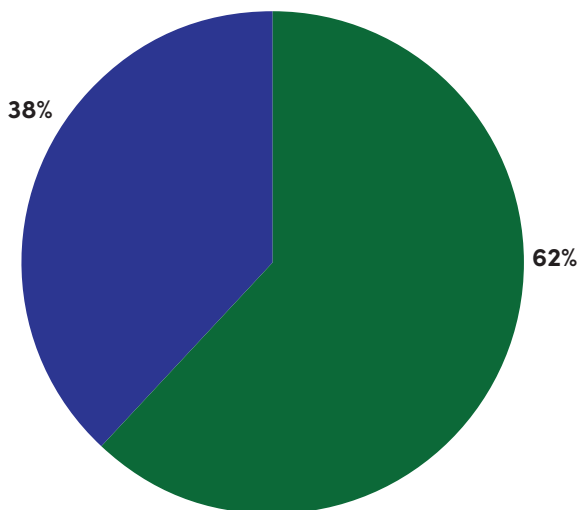
## FEDERAL REVENUE



SMART is a direct recipient of Federal Transit Administration (FTA) and Federal Rail Administration (FRA) grant funds. The Fiscal Year 2027 Budget includes the following federal funds sources:

- 5337 Funds: FTA Formula funds providing capital assistance for maintenance, replacement, and rehabilitation projects of fixed guideway systems to help transit agencies in urbanized areas maintain assets in a state of good repair. SMART became eligible for these funds in Fiscal Year 2025. In the Fiscal Year 2027 budget, these funds make up 62% of federal funding or \$6,987,499.
- 5307 Funds: FTA Urbanized Area Formula Funds that can be used for capital projects, operating assistance, job access, reverse commute projects, and transportation related planning. SMART became eligible for these funds in Fiscal Year 2020. These funds account for 38% of federal funding or \$4,202,279.



## FY27 ESTIMATED FEDERAL FUNDS



	5307 - Urbanized Area Formula Funds (Preventative Maintenance)
	5337 - Federal State of Good Repair Funds

## STATE FUNDS – PROJECT SPECIFIC

- Windsor to Healdsburg Extension
  - TIRCP – Transit and Intercity Rail Capital Program
    - \$10,100,000 budgeted in FY27
- Joe Rodota to Third Street in Santa Rosa Pathway Construction
  - AHSC – Affordable Housing Sustainable Communities Program
    - \$225,000 of funding rolling into FY27
  - LPP – Local Partnership Program
    - \$357,500 budgeted in FY27
- Workforce Development
  - AHSC – Affordable Housing Sustainable Communities Program
    - \$65,000 budgeted in FY27
- Hi-Rail Excavator
  - LPP – Local Partnership Fund
    - \$506,000 budgeted in FY27
- Tow-Behind Scrubber
  - LPP – Local Partnership Fund
    - \$98,500 budgeted in FY27
- DMU Pneumatic Test Bench Equipment
  - LPP – Local Partnership Fund
    - \$189,291
- DMU Car Mover
  - LPP – Local Partnership Fund
    - \$100,000 budgeted in FY27
- Hi-Rail Boom Truck
  - LPP – Local Partnership Fund
    - \$200,000 budgeted in FY27

## REGIONAL FUNDS – PROJECT SPECIFIC

- Civic Center Kiss-n-Ride
  - RM3 – Regional Measure 3
    - \$50,000 budgeted to FY27

## LOCAL GOVERNMENTS/PRIVATE SECTOR – PROJECT SPECIFIC

- Jennings Crossing
  - City of Santa Rosa
    - \$650,000 budgeted for FY27

- Joe Rodota to 3rd Street Traffic Signal Construction
  - City of Santa Rosa
    - \$400,000 budgeted in FY27
- 4th Street Station Access (as part of Joe Rodota to 3rd Street Project)
  - Private Developer
    - \$325,000 budgeted in FY27

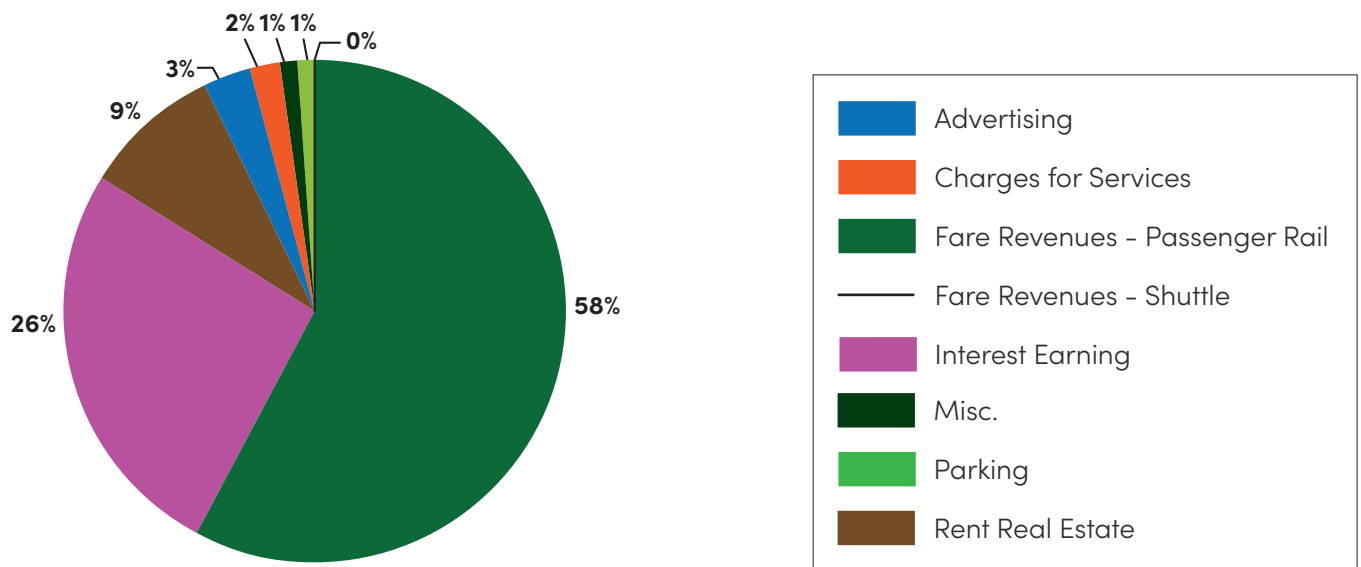
## OTHER SMART REVENUES

- Farebox Revenues: SMART passengers pay for their rides based on the fare structure approved by the SMART Board in 2015 and 2016. Fares are based on the number of zones travelled by a rider, like other commuter rail services. The Board approved a fare reduction of approximately 40% in May of 2021. SMART participates in the regional Clipper fare system that allows riders to transfer seamlessly between Bay Area operators using one fare card. SMART also has its own mobile ticket app that provides easy purchasing of multiple or discounted tickets without requiring a Clipper card. Discounted tickets are also available through several programs.
  - In May 2021, a new Weekend Day Pass was implemented. The Weekend Day Pass is \$10.00 for adults and \$5.00 for Clipper START customers and passengers with disabilities. The Weekend Day Pass offers unlimited rides for the entire day.
  - In September 2021, the cost of the 31-Day Pass was lowered to \$135.00 for adults and \$67.50 for youth, seniors, and passengers with disabilities. In July 2023, the 31-day pass was lowered again, based on a 3-day work week and an average of 3-zones travelled. This reduced the price to \$117.00 for adults and \$58.50 for seniors, youth, and passengers with disabilities.
  - In April of 2024, the Youth and Seniors Ride Free Program was implemented. The program has continued through Fiscal Years 2025 and 2026 and is planned to continue through June of 2027.
  - In the Fiscal Year 2027 budget, farebox revenues for passenger rail account for 58% of

Other Revenues.

- Advertising Revenues: Revenues from advertising space sold onboard trains and station platform shelter panels.
  - Advertising is 3% of SMART’s other revenues in Fiscal Year 2027.
- Charges for Services: This category includes flagging services SMART provides for external entities that need to do work in SMART’s right of way.
  - Charges for services is 2% of Other Revenues budgeted in Fiscal Year 2027.
- Interest Earnings: Interest earnings are budgeted in Fiscal Year 2027 at higher than in Fiscal Year 2026 due to a higher than anticipated fund balance and interest rates.
  - Interest earnings make up 26% of the Other Revenues category in this budget.
- Lease Revenues: Revenues generated by real estate holdings, escalated for 2027 based on Consumer Price Index (CPI).
  - Lease Revenues account for 9% of the Fiscal Year 2027 Other Revenues budgeted.
- Miscellaneous Revenues: These revenues vary each year but are assumed to be similar to past Fiscal Years.
  - These funds correspond to 1% of Other Revenues for Fiscal Year 2027.
- Parking Revenue: Parking fees are suspended during the hours of 4:00 am and 11:59 pm. Effective July 1, 2023, those wishing to park overnight pay a fee of \$5.00 to park between the hours of 12:00 am and 3:59 am, for up to five nights. Parking revenues have come in higher than anticipated in FY26, which has increased the expected amount for FY27.
  - Parking revenues are estimated at 1% of other revenues in this Fiscal Year 2027 budget.
- Shuttle Revenue: SMART Connect shuttle began service in Fiscal Year 2024, expanded to a second location at the Larkspur Station in Fiscal Year 2025, and extended to seven days a week from its previous four day per week schedule. Fiscal Year 2027 revenues are budgeted based on a percentage increase from previous years.
  - Shuttle revenue is represented as 0% on the chart of Other Revenue Sources.

**FY27 ESTIMATED REVENUE SOURCES (OTHER)**



\*These percentages exclude funding from Other Government or Private Sector sources.

# EXPENDITURES BY PILLAR

## RIDERSHIP

Planned ridership expenditures are based on the following priorities for reaching Strategic Plan goals:

- Continue “Youth and Seniors Ride Free” program
- Undertake Preventative Maintenance and State of Good Repair projects to maintain the safety, quality, and efficiency of SMART’s rail system
- Follow federal, state, and local compliance requirements and regulations
- Conduct an on-board passenger survey  
Continue the collaborative approach with other agencies through MASCOTS to provide increased service and improved connections
- Continue monitoring the system/ridership
- Deliver improved website for ease of use
- Ridership goal: 1,618,000

\*Line items shown with an asterisk are allocated across pillars based on their benefit to that pillar

Ridership	
Category	FY27 Budget
Administration*	\$10,325,155
Operations*	\$30,744,842
Website*	\$42,553
CCTV State of Good Repair Camera Replacements*	\$80,000
On-Board Survey	\$50,000
IT Projects*	\$190,148
Bridges	\$445,000
Civic Center Kiss-n-Ride (Design)	\$50,000
Non-Revenue Vehicles	\$1,099,000
Maintenance of Way Activities and Upgrades	\$1,412,826
On-Board DMU Camera Replacement	\$2,871,334
Hi-Rail Excavator	\$1,012,000
Tow-Behind Scrubber	\$197,200
Train Wash Replacement	\$50,000
Siemens S-80 Smart Gate Pilot Program*	\$40,749
Rail Operations Center Building Feasibility Study	\$400,000
Shop Elevated Track & Catwalk OSHA Compliant Fall Protection	\$25,000
Security System for Fulton, Roblar, Healdsburg, Larkspur	\$250,000
UPS Node Batteries	\$100,000
DMU Overhaul and Maintenance Projects	\$4,780,615
Vehicle Maintenance Equipment	\$723,082
<b>Total</b>	<b>\$54,889,504</b>



## PATHWAY

Planned pathway expenditures are based on the following priorities for reaching Strategic Plan goals:

- Advance funded segments of the pathway into the construction phase
  - Hanna Ranch Rd to Vintage Way
  - Guerneville Rd to Airport Blvd
  - Joe Rodota to 3rd Street
- Complete design and permitting of remaining pathway segments
- Continue projects to mitigate the environmental impact of pathway construction as required
- Maintain pathway in a state of good repair
- Expand information available about the pathway on SMART's website

\*Line items shown with an asterisk are allocated across pillars based on their benefit to that pillar



Pathway	
Category	FY27 Budget
Administration*	\$2,290,987
Operations*	\$63,000
Engineering*	\$341,963
Website*	\$42,553
CCTV State of Good Repair Camera Replacements*	\$80,000
IT Projects*	\$190,148
Code Compliance Vehicle*	\$35,000
Code Compliance Vehicle*	\$35,000
Mitigate Pathway Segments	
- Petaluma Riparian Construction & Monitoring	\$29,000
- Crane Creek - Poppy Drainage Riparian Monitoring	\$121,532
- Crane Creek - Fiddleneck Drainage Riparian Monitoring	\$236,071
- Helen Putnam Riparian Monitoring	\$52,899
- Windsor Riparian Mitigation Monitoring	\$23,560
Marin-Sonoma Pathway - Design	\$1,201,251
Pathway Repairs & Rehab	\$165,000
Olive Avenue Path-of-Travel	\$200,000
Windsor to Healdsburg - Pathway	\$1,414,000
Advance Pathway Segments	
- Joe Rodota Trail to 3rd Street	\$715,000
- Hanna Ranch Road to Vintage Way	\$120,000
- Guerneville Road to Airport Blvd.	\$24,000
<b>Total</b>	<b>\$7,380,964</b>

## EXTENSIONS

Planned extension expenditures are based on the following priorities for reaching Strategic Plan goals:

- Continue design phase of Healdsburg Extension
- Continue participating in Highway 37 corridor activities to incorporate East/West rail
- Conduct mitigation activities for the extension/ station projects as required

\*Line items shown with an asterisk are allocated across pillars based on their benefit to that pillar



Extensions	
Category	FY27 Budget
Administration*	\$7,897,988
Engineering*	\$837,219
Website*	\$42,553
CCTV State of Good Repair Camera Replacements*	\$80,000
IT Projects*	\$190,148
Siemens S-80 Smart Gate Pilot Program*	\$40,749
State Route 37 Study	\$6,000
Healdsburg to Geyserville Fire Abatement	\$200,000
Mitigate Extension Projects	
- San Rafael Creek Riparian Construction & Monitoring	\$35,829
- Las Gallinas Riparian Enhancement & Monitoring	\$14,633
- Mira Monte Restoration	\$15,000
- IOS-1 Riparian Mitigation	\$1,260,000
Windsor to Healdsburg	\$8,686,000
<b>Total</b>	<b>\$19,306,118</b>

## FREIGHT

Planned Freight expenditures are based on the following priorities for reaching Strategic Plan goals:

- Conduct required maintenance on bridges, track, crossings, equipment, and other components of the freight operation
- Fiscal Year 2027 budgets funds for Phase III of the Brazos Branch Bridge Repairs to improve bridges
- Replace the 8th Street Cantilever using owner furnished material ordered in Fiscal Year 2026
- Replace railroad ties at the end of their useful life
- Continue to market freight and storage opportunities
- Leverage storage track at Schellville and Burdell
- Promote transload opportunities at Victory Station (Schellville)

Freight	
Category	FY27 Budget
Salaries and Benefits	\$1,217,673
Freight Services and Supplies	\$1,056,271
Brazos Branch Bridge Repairs Phase III	\$360,000
8th Street Cantilever Replacement	\$121,380
SR 37 Grade Crossing PE Review	\$6,000
Tie Replacement	\$125,000
<b>Total</b>	<b>\$2,886,324</b>



# EXPENDITURES

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## PASSENGER RAIL & PATHWAY OPERATIONS

Passenger Rail Operations divisions deliver SMART's core mission to move people in a safe, reliable, and affordable way. The Operations budget includes five departments.

### TRANSPORTATION

The Transportation Division is responsible for operating the trains, checking fares, assisting passengers, ensuring onboard passenger safety, and guaranteeing compliance with FRA regulations related to train operations and passenger service. The Operations Control Center monitors the status of the entire system, dispatches passenger and freight trains, and is the emergency point of contact for outside first responder agencies.

### VEHICLE MAINTENANCE

The Vehicle Maintenance Division is responsible for preventative maintenance, inspections, cleaning, and repairs of the Diesel Multiple Units (DMUs).

### MAINTENANCE OF WAY

The Maintenance of Way Division is responsible for track and right of way inspection and maintenance, train control and grade crossing warning device maintenance and inspections, and maintenance of all SMART owned facilities (pathway, stations, moveable bridge electronics and mechanics, buildings, and right of way fencing).

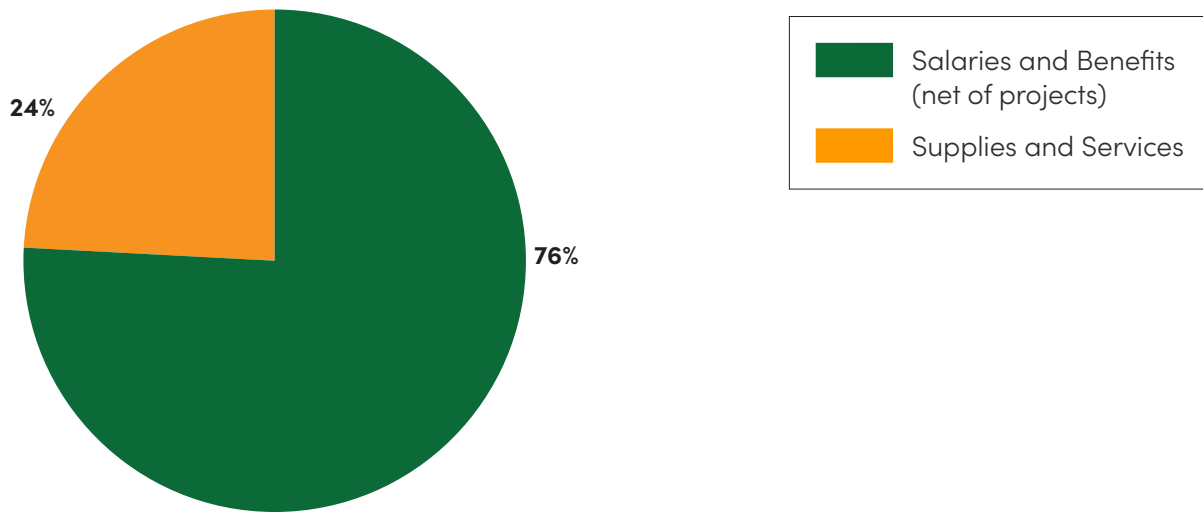
### PUBLIC SAFETY

The Public Safety Department works to ensure public, infrastructure, and facility safety, including coordinating with Federal, State, and local jurisdictions to provide incident response.

### TRAIN CONTROL SYSTEMS

Train control systems perform a wide variety of functions – including: safely routing trains, safely separating trains, tracking and reporting the location of trains; detecting and reporting broken rail; detecting and reporting misaligned switches; detecting and reporting misaligned bridges; and detecting and reporting faults; interconnecting traffic signals; operating grade crossing warning systems; and providing positive train control (PTC) to prevent derailments and collisions.

## FY27 OPERATIONS EXPENDITURES



In Fiscal Year 2027, the Operations Department has 137 full-time equivalent (FTE) employees with an estimated budget for salaries and benefits net of projects at \$23,371,633. Salaries and Benefits make up 76% of the total Operations budget.

The Fiscal Year 2027 budget assumes all currently open positions are filled.

Operations Salaries and Benefits in Fiscal Year 2027 increased by 11.1% from the initially adopted Fiscal Year 2026 Budget, but only 5.8% since the Budget was amended in July of 2025 to add positions to support SMART’s expanded service through MASCOTS. The increases result from the addition of new positions, implementation of raises in accordance with SMART’s collective bargaining agreements and cost of living increases, and a projected increases in benefits of 10%.

Operations Salaries & Benefits	FY27
Operations General	\$1,315,745
Maintenance of Way	\$5,281,323
Transportation	\$10,746,803
Vehicle Maintenance	\$4,944,861
Safety and Security	\$1,082,901
<b>Total</b>	<b>\$23,371,633</b>

This budget funds three new Operations positions.

Department	New Positions
Operations General	Parts and Inventory Clerk
Vehicle Maintenance	Vehicle Maintenance Superintendent
Vehicle Maintenance	Vehicle Maintenance Supervisor

## OPERATIONS SERVICES AND SUPPLIES

SMART operates 48 weekday trips and 24 trips on the weekend. This represents a 26.3% increase in weekday trips and a 140% increase in weekend trips compared to January 2020, the benchmark established after the opening of the Larkspur Extension and prior to COVID-19. The Operations Supplies and Services Budget (shown below) funds the operation of SMART rail service for a full year. Finance and Operations leadership reviewed the Operations budget based on preceding years'

data, recognizing that the increase in service under MASCOTS, combined with both increased system mileage from the addition of the Windsor Extension and maintenance activities as the system ages, come with additional costs. With this understanding, additional funds were budgeted for the Maintenance of Revenue Vehicles to allow for increased material inventory usage, as well as for Fuel and Lubricants based on forecasted high fuel prices. Overall, this results in a 15.2% increase in the Supplies and Services budget over the Fiscal Year 2026 Amended Budget.

Account Description	FY26 Amended Budget	FY27 Requested Budget
Freight of goods (in-bound)	\$16,173	\$38,099
Maintenance of Equipment	\$432,863	\$464,940
Maintenance of Signals	\$204,356	\$161,606
Maintenance of Revenue Vehicles	\$579,606	\$925,000
Maintenance of Facilities	\$287,619	\$294,200
Maintenance of Railway	\$282,906	\$305,000
Maintenance of Pathway	\$25,500	\$63,000
Training & Travel Expense	\$59,209	\$128,275
Rental/ Leases - Equipment	\$39,900	\$34,900
Mileage Reimbursement & Auto Tolls	\$1,380	\$1,950
Contract Services - Administrative	\$248,852	\$189,978
Contract Services - Transportation	\$786,249	\$988,081
Communications	\$65,700	\$54,280
Uniform Expense	\$75,200	\$52,600
Personal Protective Equipment	\$35,500	\$25,000
Fuel and Lubricants	\$1,856,000	\$2,168,000
Memberships	\$3,350	\$1,700
Office Expense	\$63,433	\$70,000
Postage	\$39,000	\$87,500
Consumables	\$93,667	\$83,500
Small Tools and Equipment	\$200,418	\$288,000
Software	\$25,863	\$27,620
Public Relations Expense	\$29,800	\$30,000
Utilities	\$ 1,000,500	\$952,980
<b>Grand Total</b>	<b>\$6,453,044</b>	<b>\$7,436,209</b>

## ADMINISTRATION

The Administration budget funds the day-to-day business functions of the organization including finance, human resources, planning, legal, real estate, information technology, government/legislative relations, and engineering not dedicated to specific projects.

### Communications and Marketing Department

The Communications Department consists of three different areas of focus: Media and Public Relations, Marketing, and Customer Service.

Media and Public Relations is responsible for keeping SMART's external audiences informed and engaged about the agency's services, programs, and projects through media relations, digital and social media platforms, SMART's website, rail safety education, and community presentations.

Marketing is responsible for outreach and marketing, including producing marketing materials and managing advertising both for SMART services and on SMART's trains and platforms.

Customer Service is responsible for responding to customer inquiries through phone calls and emails received.

### Finance and Procurement Department

The Finance Department is responsible for a wide variety of compliance functions required of SMART by state and federal law. These include accounting, budgeting, finance, payroll, treasury, procurement, and grant budgeting and reporting.

### Human Resource Department

The Human Resources Department is responsible for recruitment and selection of employees, employee compensation, benefits administration, labor negotiations, performance management, and compliance with state and federal drug and alcohol programs, labor laws, and regulations.

### Information Systems Department

The Information Systems Department develops, operates, and maintains SMART's information and telecommunications systems. It manages the function and cybersecurity of administrative Information Systems for four offices including email, servers, and printers; 1,500 devices consisting of computers, cell phones, vehicle locators, printers, radios, cameras, and network devices; railroad Information Systems such as CCTV, radio, platform equipment, and fare collection devices.

### Legal Department

The Legal Department is responsible for transactional matters, litigation, and risk management for SMART.

### Planning Department

The Planning Department is responsible for rail and multiuse pathway planning and service delivery studies; ridership and service planning analyses and recommendations; capital planning studies; local and regional agency planning coordination; planning first-last mile solutions.

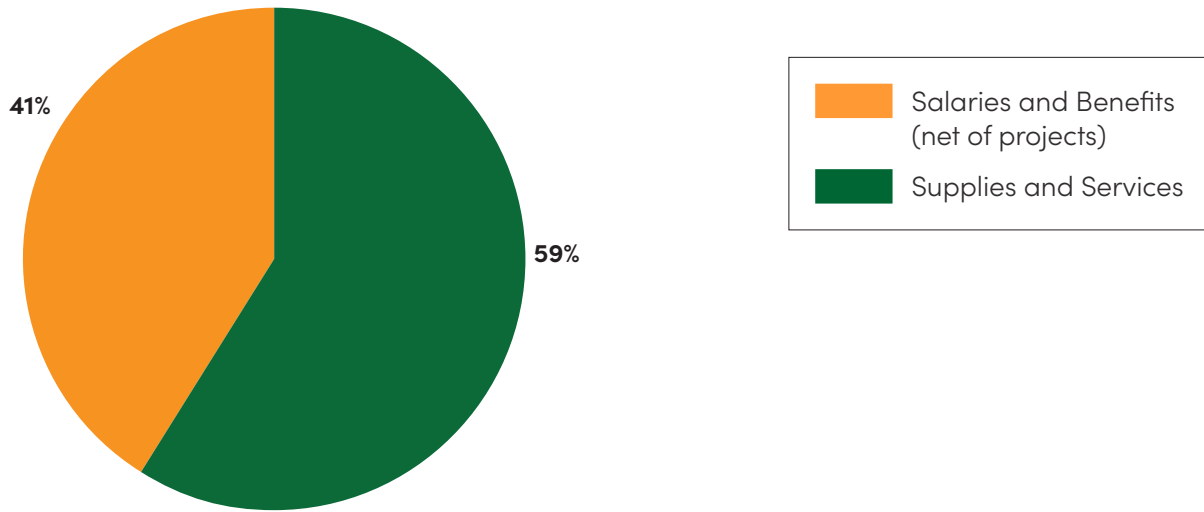
### Real Estate

The Real Estate Department is responsible for managing SMART's Right-of-Way and processing all third-party requests for access to the Right-of-Way. It also handles property sales and acquisitions and supports all departments with title research and boundary information.

### Engineering

SMART's Engineering Department is responsible for planning and managing the expansion of the rail and pathway systems, managing SMART's existing infrastructure, supporting grant applications, and coordinating with local jurisdictions. Most of the staff time in engineering is charged to projects, but time associated with leave, training, and non-project related activities are included in the chart below.

## FY27 ADMINISTRATION BUDGET



In Fiscal Year 2027, SMART’s Administration Division includes 51 full-time equivalent (FTE) employees, along with three interns. The estimated budget for salaries and benefits is \$8.9 million, excluding project costs.

This budget adds four new positions within the Administration Division and reclassifies two existing positions to different job titles. These changes are intended to strengthen the Division’s capacity to manage the increasing workload and responsibilities of a growing agency.

The newly added Analyst II position will be shown under Administration because it will report to the Chief Financial Officer but will directly support Operations. The Associate Engineer position will be open to internal candidates; once filled, a lower-level engineering position will be eliminated. Additionally, the addition of the Buyer II positions will improve procurement efficiency.

As part of the MASCOTS process, two new administrative positions were previously planned for Fiscal Year 2027. Funding for these two roles will be supported through MASCOTS.

A three percent (3%) cost of living increase has been included for all non-bargaining unit employees, except for those eligible for a five percent (5%) raise based on the upper limit of their classification’s wage range. Projected increases in benefits at 10% were

included. These changes led to a 13.3% increase in Administrative salaries and benefits between Fiscal Year 2026 and Fiscal Year 2027.

Administration Salaries & Benefits	FY27
Finance	\$3,846,711
Information Systems	\$758,626
Human Resources	\$542,899
Legal	\$771,890
Marketing and Outreach	\$665,891
Board Activities	\$174,150
Real Estate	\$593,685
Planning	\$383,470
Planning - Pathway	\$194,809
Engineering (non-Project Specific)	\$962,011
<b>Total</b>	<b>\$8,894,143</b>

Department	Current Position	Requested Position
Finance	New	Buyer II
Finance	New	Buyer II
Finance	New	Analyst II
Engineering	New	Associate Engineer

As referenced on page 40, the Administrative Budget has decreased by \$96,617 compared to the Fiscal Year 2026 Amended Budget. Many items within this budget are governed by contracts that maintain or control cost increases, leading to the similarity in budget numbers over the two years.

While insurance costs continue to increase quickly and substantially (25% between Fiscal Year 2026 and 2027), they are offset in this budget by a significant decrease in the legal services budget. Additional, but less drastic, decreases in computer hardware offset increases in training and travel, agency extra help, and fare collection fees.



## ADMINISTRATION SERVICES AND SUPPLIES

Account Description	FY26 Amended Budget	FY27 Requested Budget
Insurance	\$3,513,275	\$4,384,475
Provisions for Claims	\$450,000	\$435,000
Freight for goods (in-bound)	\$1,725	\$1,725
Maintenance of Radios	\$233,931	\$270,777
Maintenance of Facilities	\$12,000	\$0
Auditing/ Accounting Services	\$59,870	\$73,319
Fiscal Accounting Services	\$5,000	\$4,000
Legal Services	\$1,890,000	\$744,000
Agency Extra Help	\$90,866	\$120,000
Training & Travel Expense	\$161,520	\$204,276
Contracted Services	\$110,000	\$100,000
Printing Services	\$66,662	\$76,000
Fiscal Agent Fees	\$3,000	\$3,000
Permits/ Fees	\$30,180	\$30,180
Fare Collection Fees	\$160,883	\$266,144
Public/ Legal Notices	\$36,460	\$45,600
Rental/ Leases - Equipment	\$51,440	\$51,440
Rental/ Leases - Buildings	\$453,667	\$465,812
Mileage Reimbursement & Auto Tolls	\$38,846	\$40,658
Contract Services - Administrative	\$2,257,888	\$2,296,849
Contract Services - Personnel	\$231,150	\$257,000
Communications	\$298,483	\$296,412
Claims Processing Payroll	\$39,100	\$42,000
Facility Services	\$6,000	\$6,000
Uniform Expense	\$3,200	\$4,700
Personal Protective Equipment	\$1,600	\$1,000
Memberships	\$41,660	\$46,722
Miscellaneous Expense	\$1,000,000	\$1,000,000
Office Expense	\$81,450	\$81,600
Books/ Periodicals	\$2,500	\$2,700
Postage	\$6,600	\$6,000
Small Tools and Equipment	\$700	\$700
Computer Hardware	\$171,450	\$76,800
Computer Software	\$1,254,292	\$1,231,891
Marketing/ Promotional Items	\$42,000	\$42,000
Public Relations Expense	\$25,000	\$27,000
Utilities	\$3,600	\$3,600
<b>Grand Total</b>	<b>\$12,835,997</b>	<b>\$12,739,380</b>

# PROJECTS

## NON-CAPITAL PROJECTS

### ENVIRONMENTAL PROJECTS

As part of SMART's expansions and pathway projects, environmental permits often require riparian mitigation projects to compensate for temporary and permanent construction impacts on the environment. These projects entail restoring creeks, rivers, and marshland by planting native trees and scrubs, removing invasive plant species, and cleaning up trash. There are performance and monitoring criteria for each project for periods of 5 to 10 years to confirm success of the mitigation efforts.

Non-Capital Environmental Mitigation Projects	FY27 Budget Amount
San Rafael Creek Riparian Construction & Monitoring	\$35,829
Las Gallinas Riparian Enhancement & Monitoring	\$14,633
Mira Monte Restoration	\$15,000
Cedar Grove (Petaluma) Riparian Construction & Monitoring	\$29,000
Crane Creek Poppy Drainage Riparian Monitoring	\$121,532
Crane Creek Fiddleneck Drainage Riparian Monitoring	\$236,071
Helen Putnam Riparian Monitoring	\$52,898
Windsor Riparian Mitigation Monitoring	\$23,560
IOS-1 Riparian Mitigation	\$1,260,000
<b>Total Non-Capital Environmental Mitigation Projects</b>	<b>\$1,788,523</b>

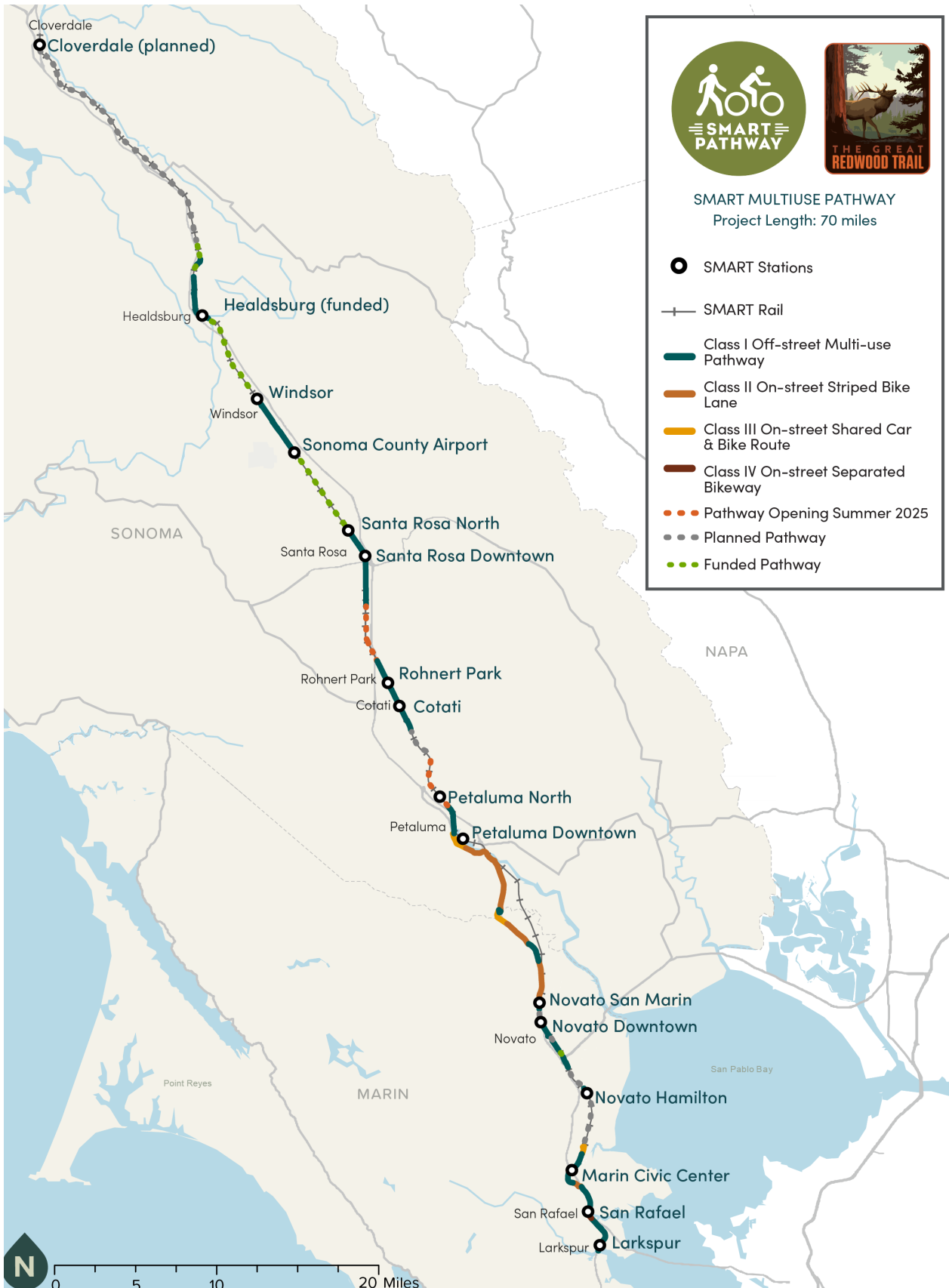
### OTHER NON-CAPITAL PROJECTS

Categorized as non-capital, these projects serve an organizational need and advance SMART objectives but do not directly result in a tangible asset to the Agency, defined as having a useful life of at least a year and a value of at least \$5,000. Many of these non-capital projects are funded by grants. Others are assets being built as part of a SMART capital project, but result in an asset for another entity and are funded by that entity.

Non-Capital Projects		
Department	Project Name	Total Project Costs FY27
Marketing and Outreach	New Website	\$127,660
Planning	On-Board Passenger Survey	\$50,000
Engineering	Marin - Sonoma Pathway Design & Permitting	\$1,201,251
Engineering	W. 3rd St Traffic Signal Construction (City of Santa Rosa)	\$400,000
Engineering	Olive Avenue Path-of-Travel	\$200,000
Engineering	Healdsburg to Geyserville Fire Abatement	\$200,000
Engineering	State Route 37 Planning Staff Time	\$6,000
Maintenance of Way	Engle Ave. Tree Removal	\$50,000
<b>Total Non-Capital Projects</b>		<b>\$2,234,911</b>



# PATHWAY MAP



# STATE OF GOOD REPAIR & CAPITAL PROJECTS

49 CFR 625.5 defines State of Good Repair (SGR) as the condition in which a capital asset can operate at a full level of performance. Per FTA, “having well maintained, reliable transit infrastructure – track, signal systems, bridges, tunnels, vehicles and stations – will help ensure safe, dependable and accessible services.” State of Good Repair expenditures are those costs that keep our assets in a condition where the asset can operate at a full level of performance. Maintaining assets in a state of good repair requires regular repairs and replacements.

SMART has broken out capital assets into State of Good Repair and Capital/Engineering Projects.

State of Good Repair Projects		
Department	Project Name	Total Project Costs FY27
IT	CCTV State of Good Repair Camera Replacements	\$240,000
Total		\$240,000
Engineering - Bridges	St. Vincent's Culvert Repair	\$225,000
	Basalt Creek Timber Trestle Replacement	\$110,000
	San Antonio Tributary Timber Trestle	\$110,000
Total		\$445,000
Maintenance of Way	FY26 Switches Signal - Perle	\$137,026
	Replace Standby battery banks for wayside signals	\$70,400
	Guideway and Track Mainline Surfacing	\$750,000
	Train Control Systems CIL Battery Replacement	\$70,400
	Rail Operations Center Building Feasibility Study	\$400,000
	Train Wash Replacement	\$50,000
	UPS Node Batteries	\$100,000
Total		\$1,577,826
Maintenance of Way - Pathway	FY27 Pathway Repairs and Rehabilitation (slurry seal)	\$165,000
Total		\$165,000
Vehicle Maintenance	DMU Air Brake Overhaul and Air Supply Unit	\$600,000
	DMU Coupler & Crash Energy Management Overhaul	\$645,615
	On-board DMU Cameras	\$2,871,334
	Fire Suppression System	\$60,000
	DMU LED Light Replacement Project	\$200,000
	Cummins End of Life Replacement	\$3,075,000
	Battery Overhaul	\$200,000
Total		\$7,651,949
<b>Total State of Good Repair</b>		<b>\$10,079,775</b>

In the Fiscal Year 2027, there are several State of Good Repair projects, including a repair of the St. Vincent's Culvert (bridge), various overhauls and modifications, light replacements on the DMUs, a new on-board camera system, as well as an overhaul of the fire suppression system on the trains. On the right-of-way, there is funding for guideway and track surfacing, pathway repairs and rehabilitation, and switches and battery banks.

<b>Project Specific</b>		
<b>Department</b>	<b>Project Name</b>	<b>Total Project Costs FY27</b>
Engineering	Healdsburg Extension (Windsor Station to Healdsburg Station)	\$10,100,000
	Civic Center Kiss-and-Ride Design	\$50,000
<b>Total</b>		<b>\$10,150,000</b>
Engineering – Pathway	Joe Rodota Trail to 3rd St NMP Construction	\$715,000
	Hanna Ranch Rd to Vintage Wy NMP Construction	\$120,000
	Guerneville Rd to Airport Blvd NMP Construction	\$24,000
<b>Total</b>		<b>\$859,000</b>
Maintenance of Way	Hi-Rail Excavator	\$1,012,000
	Tow-Behind Scrubber	\$197,000
	Hi-Rail Boom Truck	\$400,000
<b>Total</b>		<b>\$1,609,000</b>
Vehicle Maintenance	DMU Pneumatic Test Bench Equipment	\$378,582
	DMU Car Mover	\$200,000
<b>Total</b>		<b>\$578,582</b>
<b>Total Project Specific</b>		<b>\$13,196,582</b>

As outlined in the table above for project specific items, the funds allocated in this budget will begin construction of the Joe Rodota Trail to Third Street pathway segment in Santa Rosa, as well as complete the permitting phase for the Hanna Ranch Road to Vintage Way portion of the pathway in Novato and the Guerneville Road to Airport Boulevard section in Santa Rosa. Upon completion of the permitting phase, additional funds will be budgeted to advance these projects into the construction phase.

The Windsor to Healdsburg Extension Progressive Design-Build project will continue the design phase in Fiscal Year 2027. The amount currently budgeted for the Extension represents the completion of the design work. Additional revenues and expenditures will be added to the Fiscal Year 2027 Budget through a budget amendment for any early works construction packages undertaken in this Fiscal Year. An amendment will be brought to the Board once the guaranteed maximum price (GMP) is reached and the project is ready to proceed to final design and construction.

The Civic Center Kiss-n-Ride design project commenced in Fiscal Year 2026 and will be completed in Fiscal Year 2027. Future construction will be contingent on grant funding.

Under the Maintenance of Way division, this budget funds a Hi-Rail Excavator to accomplish further tasks on and adjacent to the right-of-way. The Tow-Behind Scrubber will provide a backup to SMART's current scrubber, allowing for maintenance activities on the current equipment. Vehicle Maintenance is adding equipment such as the DMU Pneumatic Test Bench and other items to ease maintenance activities and the DMU Car Mover for movement of the vehicles throughout the SMART Rail Operations Center yard.

Capital Administration and Operations Projects		
Department	Project Name	Total Project Costs FY27
IT	IT Equipment	\$570,444
Total		\$570,444
Operations Administration	Non-Revenue Vehicles	\$1,169,000
	Operations Inventory/Supervisors Modulares	\$300,000
Total		\$1,469,000
Maintenance of Way	Power drop - Fulton	\$35,000
	Siemens S-80 Smart Gate Pilot Program	\$81,497
	Security System for Fulton, Roblar, Healdsburg, Larkspur	\$250,000
Total		\$366,497
Vehicle Maintenance	Shop Elevated Track & Catwalk OSHA Compliant Fall Protection	\$25,000
	Shop Utility Carts	\$28,000
	DMU Door Force Measuring Gauge	\$6,500
	Shop DMU Access and Work Platforms	\$50,000
	Shop Engine Stand, Jigs, & Test Bench	\$60,000
Total		\$169,500
<b>Total Projects/Capital</b>		<b>\$2,575,441</b>

The Fiscal Year 2027 Budget funds capital projects required for the Administration and Operations Divisions. The Information Technology department manages capital items that require replacement on a regular schedule. These IT equipment projects include the replacement of servers, firewalls, routers, switches, concentrators, and routers. The non-revenue vehicle program at SMART schedules vehicles for replacement based on their useful life calculations. There are two Interceptors for use by the Safety and Security division, eight trucks, a hi-rail boom truck, a tilt trailer, and a dump trailer included as part of the Operations budget. This budget funds the purchase of modulares for use at SMART's Rail Operation Center for inventory storage as well as a break room for the Vehicle Maintenance supervisors. The DMU Access and Work Platforms and Engine Stand, Jigs, and Test Bench, provide much needed safety and efficiency upgrades and allow the Vehicle Maintenance Division to bring work previously outsourced in-house to be performed by SMART employees. The Shop Utility Carts will be utilized to allow for efficient ability to transport equipment in the yard.

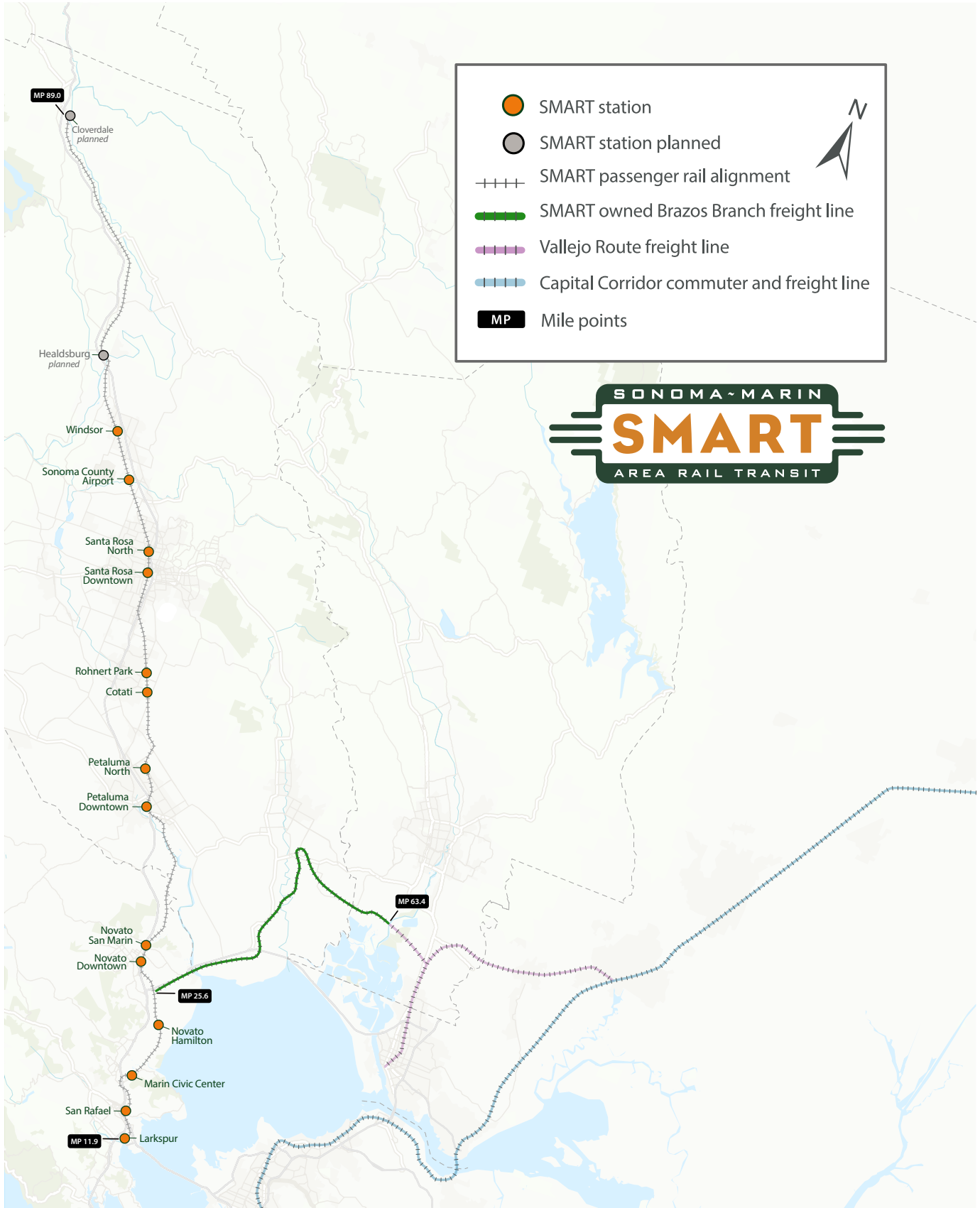
# FREIGHT

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In March of 2022, SMART assumed freight operations from Northwestern Pacific Railroad Company (NWPCo), which had been operating service from Napa County to Petaluma since 2011. SMART began in-house operations on July 1, 2022. Over the past four years, SMART has worked to maintain and improve the freight right-of-way and facilities as well as increase its revenue base by attracting storage and freight customers. Currently there are three customers that receive primarily feed grain. In addition, there is a freight car storage location at the Schellville yard. Service consists of two round trips a week to Petaluma customers as well as two round trips to the California Northern Railroad to receive and deliver rail cars to and from the interchange.

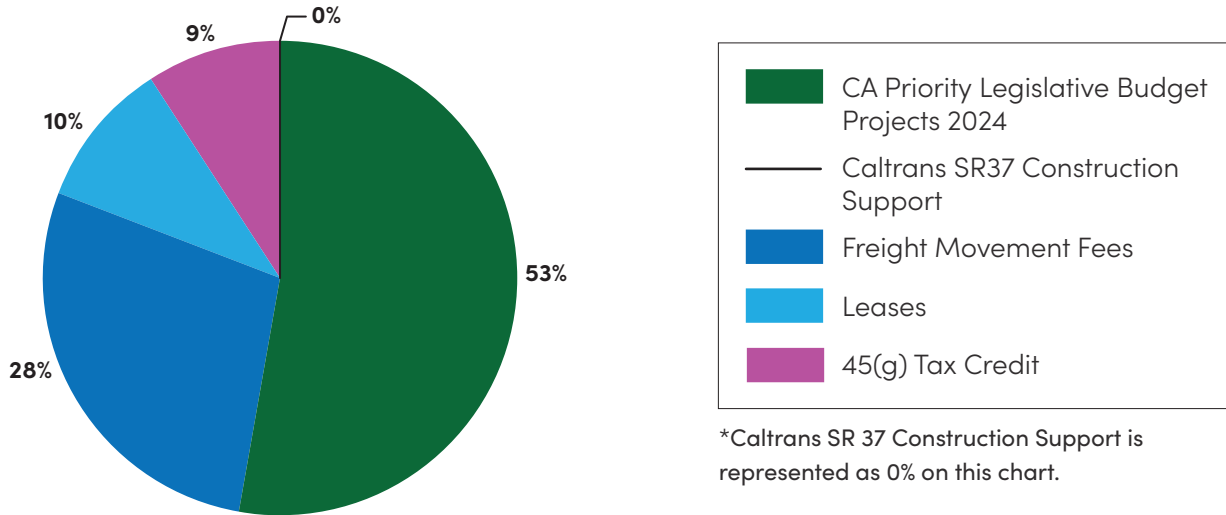


# FREIGHT SYSTEM MAP



## FREIGHT REVENUES

### FY27 FREIGHT REVENUES - ESTIMATED\*



\*Caltrans SR 37 Construction Support is represented as 0% on this chart.

For Fiscal Year 2027, revenues for freight operations are estimated at \$2.9 million. The majority of these funds, or 53%, are coming from the California Priority Legislative Budget Projects grant from the 2024 state budget. The next largest revenue source comes from Freight Movement Fees, at 28%, leases at 10% and the 45(g) Tax Credit at 9%.

Revenues	
CA Priority Legislative Budget Projects 2024	\$1,540,254
Caltrans SR 37 Construction Support	\$6,000
Freight Movement Fees	\$800,000
Leases	\$278,100
45(g) Tax Credit	\$261,970
<b>Total Revenues</b>	<b>\$2,886,324</b>

## FREIGHT EXPENDITURES

SMART anticipates spending \$1,217,673 on salaries and benefits, \$1,056,271 on operations, and \$612,380 on capital repairs and replacements. Revenues and expenditures for freight operations are tracked separately in Fund 60. Administrative expenses are allocated from Fund 01 based on a ratio of total passenger miles freight operates to total passenger miles commuter rail operates as estimated in this year’s budget, with a passenger mile for freight defined as cars multiplied by miles.

The SMART Board of Directors approved six and a half (6.5) full-time equivalent (FTEs) positions in 2025

to operate the Freight Division for the organization. The Fiscal Year 2027 budget for salaries and benefits for freight operations is estimated at \$1,217,673. This budget funds one (1) freight manager, three (3) freight utility workers, two (2) freight utility worker/dispatchers, and a half-time (1/2) freight administrative specialist. The details regarding these positions can be found in Appendix C. A three percent (3%) cost of living increase is included except for those eligible for a five percent (5%) raise based on their current pay within the range for their position classification for Fiscal Year 2027.

The SMART Freight Division evaluates and prioritizes the work necessary to run the service and comply with all Federal Railroad Administration requirements. Improvements to the Schellville Depot and repairs to high priority bridges were completed in previous fiscal years and continue moving into

Fiscal Year 2027. Further maintenance on bridges along the Brazos Branch is included in the Fiscal Year 2027 budget. The Freight Manager continues to reach out to potential new freight and storage customers to increase revenues.

Account Description	FY26 Amended Budget	FY27 Requested Budget
Salaries and Benefits	\$1,087,589	\$1,217,673
Salaries and Benefits Cost Allocation	\$22,538	\$18,782
Provisions for Claims	\$500,000	\$25,000
Freight (in-bound)	\$938	\$938
Maintenance of Equipment	\$45,085	\$35,085
Maintenance of Signals	\$8,050	\$13,500
Maintenance of Revenue Vehicles	\$64,637	\$86,000
Maintenance of Facilities	\$10,500	\$25,000
Maintenance of Railway	\$134,688	\$132,000
Permits and Fees	\$123,090	\$73,098
Training & Travel Expense	\$ -	\$8,000
Rental/ Leases - Equipment	\$59,205	\$61,328
Mileage Reimbursement & Auto Tolls	\$1,000	\$1,000
Contract Services - Administrative	\$279,448	\$292,500
Communications	\$10,000	\$12,000
Uniform Expense	\$3,500	\$4,500
Personal Protective Equipment	\$ -	\$4,000
Fuel and Lubricants	\$90,200	\$91,800
Memberships	\$2,150	\$1,100
Miscellaneous Expense	\$66,751	\$101,500
Postage	\$2,932	\$4,500
Small Tools and Equipment	\$15,625	\$16,000
Computer Hardware	\$13,500	\$15,000
Computer Software	\$8,640	\$8,640
Utilities	\$22,000	\$25,000
<b>Subtotal</b>	<b>\$2,572,066</b>	<b>\$2,273,944</b>
Projects	FY26 Amended Budget	FY27 Requested Budget
Brazos Branch Bridge Repairs - Phase II	\$679,658	\$ -
Brazos Branch Bridge Repairs - Phase III	\$ -	\$360,000
Caltrans SR 37 Grade Crossing Engineering Review	\$13,022	\$6,000
Tie Replacement	\$93,840	\$125,000
Black Point Bridge Emergency Repair	\$306,954	\$ -
Emergency Repair: Hwy 37 Crossing	\$100,000	\$ -
8th Street Cantilever Replacement	\$44,000	\$121,380
Grandview Grade Crossing Repair	\$154,240	\$ -
<b>Subtotal Projects</b>	<b>\$1,391,714</b>	<b>\$612,380</b>
<b>Grand Total</b>	<b>\$3,963,780</b>	<b>\$2,886,324</b>

# RESERVES

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SMART has several reserves that have been established for various purposes.

## Pension & OPEB Liability Reserve

This reserve is to ensure that SMART has funds set aside for future pension costs. We have set aside \$500,000 for Fiscal Year 2027 for a Fiscal Year 2027 balance of \$7,074,676.

## Vehicles & Equipment Reserve

This reserve is used to accumulate funds for future capital equipment needs such as DMU replacement. The Fiscal Year 2026 balance is \$12,317,250. The Fiscal Year 2027 budget adds an additional \$1,000,000 for a total reserve of \$13,317,250.

## Corridor Completion Reserve

This reserve was established in the Fiscal Year 2021 amended budget to set aside funds for design, environmental costs, or to leverage grant funding. The balance as of June 30, 2026 is \$5,500,000. This Fiscal Year 2027 budget maintains that balance.

## Operating Reserve

The Fiscal Year 2026 operating reserve was \$12,959,990. We have calculated 25% of the operating costs for Fiscal Year 2027 which would result in an increase of \$170,299 for a total of \$13,130,289.

## Fund Balance

The estimated fund balance for Fiscal Year 2026 year-end is \$57,338,843. The difference between revenues and expenditures for Fiscal Year 2027 is \$8,973,107 which will be coming from the unassigned fund balance. This leaves a fund balance of \$48,365,736 at the conclusion of Fiscal Year 2027.

# DEBT

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In October of 2020, SMART successfully pursued a taxable advance refunding of the 2011A bonds. The refunding matched the existing March 1, 2029 final maturity date of the 2011A bonds. These bonds are secured by a gross lien on SMART's ¼ cent sales tax. The bonds were rated "AA" by Standard & Poor's. The debt service schedule is listed below.

Fiscal Year	Series 2020 Bonds Principal	Series 2020 Bonds Interest	Debt Service
2021	\$3,365,000.00	\$566,576.35	\$3,931,576.35
2022	\$13,280,000.00	\$1,656,755.80	\$14,936,755.80
2023	\$14,015,000.00	\$1,581,192.60	\$15,596,192.60
2024	\$14,765,000.00	\$1,479,443.70	\$16,244,443.70
2025	\$15,580,000.00	\$1,324,115.90	\$16,904,115.90
2026	\$15,860,000.00	\$1,136,844.30	\$16,996,844.30
<b>2027</b>	<b>\$16,105,000.00</b>	<b>\$893,869.10</b>	<b>\$16,998,869.10</b>
2028	\$16,385,000.00	\$614,930.50	\$16,999,930.50
2029	\$13,615,000.00	\$284,281.20	\$13,899,281.20
<b>Total</b>	<b>\$122,970,000.00</b>	<b>\$9,538,009.45</b>	<b>\$132,508,009.45</b>

## APPENDIX A – PASSENGER RAIL & PATHWAY SOURCES & USES

	FY26 Amended Budget	FY27 Requested Budget	Difference
<b>Beginning Fund Balance *</b>	<b>\$61,508,650</b>	<b>\$57,338,843</b>	<b>\$(4,169,807)</b>
Revenues			
<b>SMART Sales and Use Tax</b>			
Measure Q	\$48,300,300	\$50,408,000	\$2,107,700
Measure Q Cost of Collection	\$(839,870)	\$(850,000)	\$(10,130)
Net Sales & Use Tax	\$47,460,430	\$49,558,000	\$2,097,570
Measure Q Roll Forward	\$4,411,345	\$1,626,044	\$(2,785,301)
Transfer from Capital Fund	\$ -	\$ -	\$ -
Transfer from Corridor Reserve	\$1,500,000	\$ -	\$(1,500,000)
<b>Subtotal</b>	<b>\$53,371,774</b>	<b>\$51,184,044</b>	<b>\$(2,187,731)</b>
<b>Federal Funds</b>			
5307 - Urbanized Area Formula Funds (Preventative Maintenance)	\$4,246,710	\$4,202,279	\$(44,431)
5337 - Federal State of Good Repair Funds	\$1,485,890	\$6,987,499	\$5,501,609
Discretionary Earmark	\$1,617,144	\$ -	\$(1,617,144)
<b>Subtotal</b>	<b>\$7,349,744</b>	<b>\$11,189,778</b>	<b>\$3,840,034</b>
<b>State Funds</b>			
AHSC - Affordable Housing and Sustainable Communities	\$85,000	\$290,000	\$205,000
ATP - Active Transportation Program	\$99,429	\$ -	\$(99,429)
Caltrans Sustainability Communities Competitive Planning Grant	\$159,354	\$ -	\$(159,354)
LCTOP - Low Carbon Transit Operating	\$760,918	\$799,967	\$39,049
LPP - Local Partnership Program	\$300,000	\$1,151,291	\$851,291
SRA - State Rail Assistance	\$3,700,000	\$5,086,476	\$1,386,476
STA - State Transit Assistance (Population)	\$1,266,953	\$1,321,520	\$54,567
STA - State Transit Assistance (Revenue)	\$2,094,129	\$1,890,109	\$(204,020)
MASCOTS - Marin	\$ -	\$431,520	\$431,520
STA - MASCOTS - MTC	\$800,000	\$500,000	\$(300,000)
STA - MASCOTS - SCTCA	\$ -	\$704,080	\$704,080
STA - SGR (State of Good Repair)	\$363,183	\$752,058	\$388,875
State Funds - Shuttle Service	\$315,705	\$ -	\$(315,705)
TIRCP - Windsor to Healdsburg Project Development	\$1,266,320	\$ -	\$(1,266,320)
TIRCP - Windsor to Healdsburg Phase I	\$23,259,000	\$10,100,000	\$(13,159,000)
<b>Subtotal</b>	<b>\$34,469,991</b>	<b>\$23,027,021</b>	<b>\$(11,442,970)</b>
<b>Regional Funds</b>			
Regional Measure 3 (RM3)	\$224,000	\$50,000	\$(174,000)
Measure M - Healdsburg	\$2,000,000	\$ -	\$(2,000,000)
<b>Subtotal</b>	<b>\$2,224,000</b>	<b>\$50,000</b>	<b>\$(2,174,000)</b>
<b>Other Sources</b>			
Advertising	\$175,000	\$140,595	\$(34,405)
Charges for Services	\$112,851	\$124,002	\$11,151
Fare Revenues - Passenger Rail	\$2,541,000	\$3,333,189	\$792,189
Fare Revenues - Shuttle	\$8,000	\$12,941	\$4,941
Interest Earning	\$800,000	\$1,500,000	\$700,000
Misc.	\$55,885	\$60,000	\$4,115
Parking	\$17,580	\$55,727	\$38,147
Rent - Real Estate	\$494,025	\$508,846	\$14,821
<b>Other Governments/Private Sector</b>	<b>\$54,585</b>	<b>\$1,375,000</b>	<b>\$1,320,415</b>
<b>Subtotal</b>	<b>\$4,258,926</b>	<b>\$7,110,300</b>	<b>\$2,851,374</b>
<b>Total Revenues</b>	<b>\$101,674,435</b>	<b>\$92,561,143</b>	<b>\$(9,113,293)</b>
<b>Total Revenues + Fund Balance</b>	<b>\$163,183,085</b>	<b>\$149,899,986</b>	<b>\$(13,283,099)</b>

## APPENDIX A – PASSENGER RAIL & PATHWAY SOURCES & USES

	FY26 Amended Budget	FY27 Requested Budget	Difference
<b>Debt Service</b>	<b>\$16,996,844</b>	<b>\$16,998,869</b>	<b>\$2,025</b>
Salaries & Benefits	\$31,682,864	\$33,997,748	\$2,314,884
Reduction for Salaries Charged to Projects	\$(1,663,687)	\$(1,731,972)	\$(68,284)
Reduction for Allocation of Salaries/ Services/ Supplies to Freight Service & Supplies	\$(34,944)	\$(18,782)	\$16,162
<b>Total Salaries, Benefits, Service &amp; Supplies</b>	<b>\$49,361,915</b>	<b>\$52,422,583</b>	<b>\$3,060,668</b>
Contribution to OPEB/ CalPERS Liability Fund	\$750,000	\$500,000	\$(250,000)
Contribution to Capital Sinking Fund	\$1,000,000	\$1,000,000	\$ -
Operating Reserve	\$1,231,027	\$170,299	\$(1,060,728)
<b>Total Reserve Contributions</b>	<b>\$2,981,027</b>	<b>\$1,670,299</b>	<b>\$(1,310,728)</b>
<b>Total Debt Service, Operating &amp; Reserves</b>	<b>\$69,339,786</b>	<b>\$71,091,751</b>	<b>\$1,751,965</b>
<b>Balance</b>	<b>\$93,843,299</b>	<b>\$78,808,234</b>	<b>\$(15,035,065)</b>
Non-Capital Projects	\$5,054,293	\$4,023,434	\$(1,030,859)
<b>Total Non-Capital Projects</b>	<b>\$5,054,293</b>	<b>\$4,023,434</b>	<b>\$(1,030,859)</b>
State of Good Repair and Projects	\$3,356,368	\$10,079,775	\$6,723,407
<b>Total State of Good Repair</b>	<b>\$3,356,368</b>	<b>\$10,079,775</b>	<b>\$6,723,407</b>
<b>Capital Projects</b>			
Equipment	\$1,220,628	\$2,502,726	\$1,282,098
Facilities	\$26,092,718	\$11,619,000	\$(14,473,718)
Infrastructure	\$28,450	\$1,056,497	\$1,028,047
Non-Revenue Vehicles	\$752,000	\$1,169,000	\$417,000
Land Acquisition	\$ -	\$ -	\$ -
<b>Total Capital Expenditures</b>	<b>\$28,093,795</b>	<b>\$16,347,223</b>	<b>\$(11,746,572)</b>
<b>Ending Fund Balance</b>	<b>\$57,338,843</b>	<b>\$48,357,802</b>	<b>\$(8,981,041)</b>

## APPENDIX B – FREIGHT SOURCES & USES

	FY26 Amended Budget	FY27 Requested Budget	Difference
<b>Beginning Fund Balance</b>	\$ -	\$ -	\$ -
<b>Revenues</b>			
State Transportation Agency Grant 2022	\$606,785	\$ -	\$(606,785)
CA Priority Legislative Budget Projects 2023	\$750,000	\$ -	\$(750,000)
CA Priority Legislative Budget Projects 2024	\$570,627	\$1,540,254	\$969,628
Caltrans SR 37 Construction Support	\$13,022	\$6,000	\$(7,022)
Caltrans Novato Creek Bridge Construction Support	\$12,500	\$ -	\$(12,500)
State Shortline Grant	\$463,870	\$ -	\$(463,870)
Freight Movement Fees	\$800,000	\$800,000	\$ -
Leases	\$270,000	\$278,100	\$8,100
Storage	\$40,000	\$ -	\$(40,000)
45(g) Tax Credit	\$251,000	\$261,970	\$10,970
FEMA/CalOES 2023 Disaster Recovery Funding	\$175,977	\$ -	\$(175,977)
Misc.	\$10,000	\$ -	\$(10,000)
<b>Total Revenues</b>	<b>\$3,963,781</b>	<b>\$2,886,324</b>	<b>\$(1,077,457)</b>
<b>Total Revenues + Fund Balance</b>	<b>\$3,963,781</b>	<b>\$2,886,324</b>	<b>\$(1,077,457)</b>
<b>Expenditures</b>			
Salaries & Benefits	\$1,087,589	\$1,217,673	\$130,084
Services & Supplies	\$1,484,477	\$1,056,271	\$(428,206)
Black Point Bridge Emergency Repair	\$306,954	\$ -	\$(306,954)
Brazos Branch Bridge Repairs (3 Bridges) Phase II	\$679,658	\$ -	\$(679,658)
Brazos Branch Bridge Repairs Phase III	\$ -	\$360,000	\$360,000
8th Street Cantilever Replacement	\$44,000	\$121,380	\$77,380
Grandview Grade Crossing Repair	\$154,240	\$ -	\$(154,240)
SR 37 Grade Crossing Emergency Repair	\$100,000	\$ -	\$(100,000)
SR 37 Grade Crossing PE Review	\$13,022	\$6,000	\$(7,022)
Tie Replacement	\$93,840	\$125,000	\$31,160
<b>Total</b>	<b>\$3,963,780</b>	<b>\$2,886,324</b>	<b>\$(1,077,457)</b>
<b>Ending Fund Balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

## APPENDIX C - POSITION AUTHORIZATION

# Positions	Position Title	Hourly		Annual	
		Min	Max	Min	Max
<b>Administrative</b>					
1	Accountant I	\$39.54	\$49.43	\$82,243.20	\$102,814.40
1	Accounting Manager	\$69.76	\$87.20	\$145,100.80	\$181,376.00
1	Accounts Payable Technician	\$33.26	\$41.57	\$69,180.80	\$86,465.60
2	Administrative Assistant	\$34.09	\$42.62	\$70,907.20	\$88,649.60
1	Analyst I	\$44.73	\$55.87	\$93,038.40	\$116,209.60
1	Analyst II	\$49.38	\$61.73	\$102,710.40	\$128,398.40
1	Assistant General Counsel	\$96.18	\$120.23	\$200,054.40	\$250,078.40
1	Assistant Planner	\$42.57	\$53.21	\$88,545.60	\$110,676.80
1	Budget and Finance Manager	\$69.76	\$87.20	\$145,100.80	\$181,376.00
1	Buyer I	\$40.32	\$50.37	\$83,865.60	\$104,769.60
2	Buyer II	\$45.85	\$57.26	\$95,368.00	\$119,100.80
1	Chief Financial Officer	\$126.12	\$157.65	\$262,329.60	\$327,912.00
1	Clerk of the Board/ Executive Assistant	\$49.38	\$61.73	\$102,710.40	\$128,398.40
2	Communications and Marketing Coordinator	\$42.57	\$53.21	\$88,545.60	\$110,676.80
1	Communications and Marketing Manager	\$78.94	\$98.67	\$164,195.20	\$205,233.60
1	Communications and Marketing Specialist	\$58.69	\$73.37	\$122,075.20	\$152,609.60
1	General Counsel	\$126.20	\$157.74	\$262,496.00	\$328,099.20
1	General Manager	\$161.63	\$ -	\$336,190.40	\$ -
1	Grants and Budget Analyst	\$55.87	\$69.83	\$116,209.60	\$145,246.40
1	Grants and Legislative Affairs Manager	\$80.88	\$101.10	\$168,230.40	\$210,288.00
1	Human Resources Analyst	\$49.38	\$61.73	\$102,710.40	\$128,398.40
1	Human Resources Manager	\$78.94	\$98.67	\$164,195.20	\$205,233.60
1	Information Systems Analyst	\$49.38	\$61.73	\$102,710.40	\$128,398.40
1	Information Systems Manager	\$80.92	\$101.15	\$168,313.60	\$210,392.00
1	Information Systems Technician	\$43.64	\$54.55	\$90,771.20	\$113,464.00
1	Legal Administrative Assistant	\$39.54	\$49.43	\$82,243.20	\$102,814.40
1	Ops Information Systems Technician	\$47.00	\$58.75	\$97,760.00	\$122,200.00
1	Payroll Technician	\$35.09	\$43.87	\$72,987.20	\$91,249.60
1	Planning Manager	\$78.94	\$98.67	\$164,195.20	\$205,233.60
1	Procurement and Contracts Analyst	\$51.88	\$64.85	\$107,910.40	\$134,888.00
1	Procurement and Contracts Manager	\$73.29	\$91.62	\$152,443.20	\$190,569.60
1	Real Estate Manager	\$87.09	\$108.86	\$181,147.20	\$226,428.80
1	Regulatory Compliance & Civil Rights Manager	\$78.94	\$98.67	\$164,195.20	\$205,233.60
1	Senior Administrative Assistant	\$37.63	\$47.03	\$78,270.40	\$97,822.40
1	Senior Buyer	\$57.27	\$71.59	\$119,121.60	\$148,907.20
1	Senior Management Analyst	\$63.17	\$78.96	\$131,393.60	\$164,236.80
1	Senior Planner	\$58.69	\$73.37	\$122,075.20	\$152,609.60
1	Senior Real Estate Officer	\$58.66	\$73.33	\$122,012.80	\$152,526.40
	Interns (Multiple)	\$ -	\$20.00	\$ -	\$41,600.00
<b>41</b>					
# Positions	Position Title	Hourly		Annual	
		Min	Max	Min	Max
<b>Capital</b>					
2	Assistant Engineer	\$51.88	\$64.85	\$107,910.40	\$134,888.00
3	Associate Engineer	\$60.16	\$75.20	\$125,132.80	\$156,416.00
1	Chief Engineer	\$103.48	\$129.36	\$215,238.40	\$269,068.80
1	Junior Engineer	\$44.74	\$55.93	\$93,059.20	\$116,334.40
1	Manager Train Control Systems	\$103.48	\$129.36	\$215,238.40	\$269,068.80
1	Principal Engineer	\$80.92	\$101.15	\$168,313.60	\$210,392.00
1	Senior Engineer	\$69.76	\$87.20	\$145,100.80	\$181,376.00
<b>10</b>					

# Positions	Position Title	Hourly		Annual	
		Min	Max	Min	Max
<b>Operations</b>					
1	Administrative Services Specialist	\$49.37	\$61.71	\$102,689.60	\$128,356.80
4	Bridge Tender	\$ -	\$38.57	\$ -	\$80,225.60
1	Chief Operating Officer	\$108.82	\$136.02	\$226,345.60	\$282,921.60
1	Chief of Police	\$93.77	\$117.21	\$195,041.60	\$243,796.80
3	Code Compliance Officer	\$38.57	\$48.21	\$80,225.60	\$100,276.80
6	Conductor *	\$ -	\$47.82	\$ -	\$99,465.60
	Conductor Trainee*	\$ -	\$40.66	\$ -	\$84,572.80
33	Engineer *	\$ -	\$57.50	\$ -	\$119,600.00
	Engineer Trainee*	\$ -	\$48.87	\$ -	\$101,649.60
1	Facilities Maintenance Supervisor	\$ -	\$69.09	\$ -	\$143,707.20
3	Facilities Maintenance Technician	\$ -	\$48.23	\$ -	\$100,318.40
3	Inventory and Parts Clerk	\$35.09	\$43.87	\$72,987.20	\$91,249.60
1	Materials Sourcing Specialist	\$40.51	\$50.63	\$84,260.80	\$105,310.40
1	Inventory and MMS Manager	\$63.18	\$78.98	\$131,414.40	\$164,278.40
1	Lead Facility Maintenance Engineer	\$ -	\$53.06	\$ -	\$110,364.80
1	Maintenance of Way Manager	\$82.94	\$103.67	\$172,515.20	\$215,633.60
1	Maintenance of Way Superintendent	\$69.76	\$87.20	\$145,100.80	\$181,376.00
4	Operation Communication Specialist	\$39.54	\$49.43	\$82,243.20	\$102,814.40
1	Safety & Compliance Officer	\$71.48	\$89.35	\$148,678.40	\$185,848.00
1	Senior Administrative Assistant	\$37.63	\$47.03	\$78,270.40	\$97,822.40
1	Senior Code Compliance Officer	\$44.36	\$55.45	\$92,268.80	\$115,336.00
2	Signal Supervisor	\$ -	\$73.66	\$ -	\$153,212.80
9	Signal Technician **	\$ -	\$63.75	\$ -	\$132,600.00
	Signal Technician Trainee (2) **	\$ -	\$47.81	\$ -	\$99,444.80
3	Track Maintenance - Laborers	\$ -	\$36.06	\$ -	\$75,004.80
5	Track Maintainer I	\$ -	\$47.77	\$ -	\$99,361.60
2	Track Maintainer II	\$ -	\$52.55	\$ -	\$109,304.00
2	Track Maintenance Supervisor	\$ -	\$69.61	\$ -	\$144,788.80
1	Transportation Manager	\$82.94	\$103.67	\$172,515.20	\$215,633.60
1	Transportation Superintendent	\$69.76	\$87.20	\$145,100.80	\$181,376.00
12	Transportation Supervisor	\$61.67	\$77.09	\$128,273.60	\$160,347.20
11	Vehicle Maintenance - Laborers		\$36.93		\$76,814.40
1	Vehicle Maintenance Manager	\$82.94	\$103.67	\$172,515.20	\$215,633.60
1	Vehicle Maintenance Superintendent	\$69.76	\$87.20	\$145,100.80	\$181,376.00
6	Vehicle Maintenance Supervisor	\$61.67	\$77.09	\$128,273.60	\$160,347.20
13	Vehicle Maintenance Technician ***	\$ -	\$58.37	\$ -	\$121,409.60
	Vehicle Maintenance Tech Trainee (2) ***	\$ -	\$43.78	\$ -	\$91,062.40
<b>137</b>					
# Positions	Position Title	Hourly		Annual	
<b>Freight</b>					
		Min	Max	Min	Max
0.5	Freight Administrative Specialist	\$44.52	\$55.60	\$92,601.60	\$115,648.00
1	Freight Manager	\$82.94	\$103.67	\$172,515.20	\$215,633.60
3	Freight Utility Worker	\$38.57	\$48.21	\$80,225.60	\$100,276.80
2	Freight Utility Worker/ Dispatcher	\$38.57	\$48.21	\$80,225.60	\$100,276.80
<b>6.5</b>					
<b>Total FTE</b>	<b>194.5</b>				

\* Total positions cannot exceed 39.

\*\* Total positions cannot exceed 9.

\*\*\* Total positions cannot exceed 13.

## APPENDIX D - STATISTICAL INFORMATION

SMART is a special district established by the California Legislature through the enactment of AB 2224 in 2002, which created the Sonoma–Marin Area Rail Transit (SMART) District and established a comprehensive set of powers and duties regarding the formation, governance, organization, maintenance, and operation of the District. The SMART District includes both Sonoma and Marin Counties and was created to provide a unified and comprehensive structure for the ownership and governance of the passenger and freight rail system within Sonoma and Marin Counties and to provide passenger and freight train service along the existing, publicly owned railroad right-of-way.

### MARIN COUNTY

Marin County is in the northwestern part of the San Francisco Bay Area, with its county seat located in San Rafael. Marin County is across the Golden Gate Bridge from San Francisco, and is included in the San Francisco–Oakland–Berkeley, CA Metropolitan Statistical Area. The county is governed by the Marin County Board of Supervisors. According to the 2020 Census, Marin County had the second highest income per capita of all U.S. counties.

San Quentin State Prison is located in the county, as is George Lucas' Skywalker Ranch. The Marin County Civic Center was designed by Frank Lloyd Wright and draws thousands of visitors a year to guided tours of its arch and atrium design. Marin County's outdoor attractions include the Muir Woods National Monument, the Marin Headlands, Stinson Beach, the Point Reyes National Seashore, and Mount Tamalpais. In Marin County, tourism spending was \$942.4 million in 2025.

### SONOMA COUNTY

Sonoma County is also in the northwestern part of the San Francisco Bay Area, with its county seat in its largest city, Santa Rosa. It is positioned to the north of Marin County and the south of Mendocino County, and spans from the Pacific Ocean to the Mayacamas Mountains. It is the northernmost county in the nine-county San Francisco Bay Area region. Sonoma County includes the Santa Rosa and Petaluma Metropolitan Statistical Areas.

In California's Wine Country region, which also includes Napa, Mendocino, and Lake counties, Sonoma County is the largest producer. It has nineteen approved American Viticultural Areas and more than 425 wineries. According to Visit California, tourism spending in Sonoma County was over \$2.4 billion in 2025.



Population of Marin County and Incorporated Cities										
Area	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Marin County	262,313	262,234	260,969	258,956	259,512	255,470	252,959	254,743	253,171	250,823
Belvedere	2,131	2,148	2,139	2,124	2,103	2,078	2,045	2,052	2,073	2,058
Corte Madera	9,625	10,043	10,138	10,114	10,147	9,967	9,885	9,957	9,991	9,910
Fairfax	7,533	7,714	7,443	7,399	7,496	7,410	7,354	7,400	7,463	7,414
Larkspur	12,325	12,588	12,331	12,253	12,963	12,728	12,571	12,750	12,772	12,650
Mill Valley	14,956	14,669	14,743	14,674	14,002	13,817	13,664	13,679	13,803	13,694
Novato	54,516	54,151	54,062	53,702	53,008	51,936	51,392	51,578	52,198	51,638
Ross	2,536	2,528	2,548	2,550	2,330	2,280	2,267	2,290	2,315	2,324
San Anselmo	12,982	12,908	12,845	12,757	12,772	12,515	12,405	12,519	12,587	12,474
San Rafael	60,661	60,020	60,207	59,807	61,179	60,237	59,681	59,917	60,184	59,890
Sausalito	7,234	7,421	7,301	7,252	7,159	6,955	6,865	6,936	6,926	6,878
Tiburon	9,647	9,366	9,581	9,540	9,065	8,903	8,798	8,894	8,912	8,841
Remainder of County	68,167	68,678	67,631	66,784	67,288	66,644	66,032	66,771	63,947	63,052

Source: County/City estimates as of January 1, 2025 and January 1, 2026  
State of California Department of Finance, Demographic Research Unit

Population of Sonoma County and Incorporated Cities										
Area	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Sonoma County	502,758	498,849	495,058	491,134	484,674	480,623	478,174	482,050	484,764	484,022
Cloverdale	8,988	9,141	9,279	9,213	9,029	8,869	8,787	8,763	8,729	8,719
Cotati	7,453	7,739	7,628	7,533	7,512	7,410	7,360	7,353	7,325	7,264
Healdsburg	11,757	12,232	12,166	12,089	11,174	10,993	10,914	11,010	11,156	11,205
Petaluma	61,657	62,251	62,195	61,873	59,756	58,552	58,321	58,858	59,395	59,160
Rohnert Park	42,490	43,178	43,134	43,069	44,287	43,701	43,693	44,089	44,318	44,191
Santa Rosa	178,064	177,017	175,183	173,628	177,396	175,351	174,523	177,043	178,786	179,798
Sebastopol	7,650	7,795	7,830	7,741	7,477	7,418	7,366	7,338	7,407	7,350
Sonoma	11,072	11,423	11,164	11,050	10,755	10,804	10,677	10,595	10,575	10,528
Windsor	27,492	28,356	28,596	28,248	26,134	25,836	25,560	25,669	25,650	25,498
Remainder of County	146,135	139,717	137,883	136,690	138,631	131,674	130,991	131,332	131,423	130,309

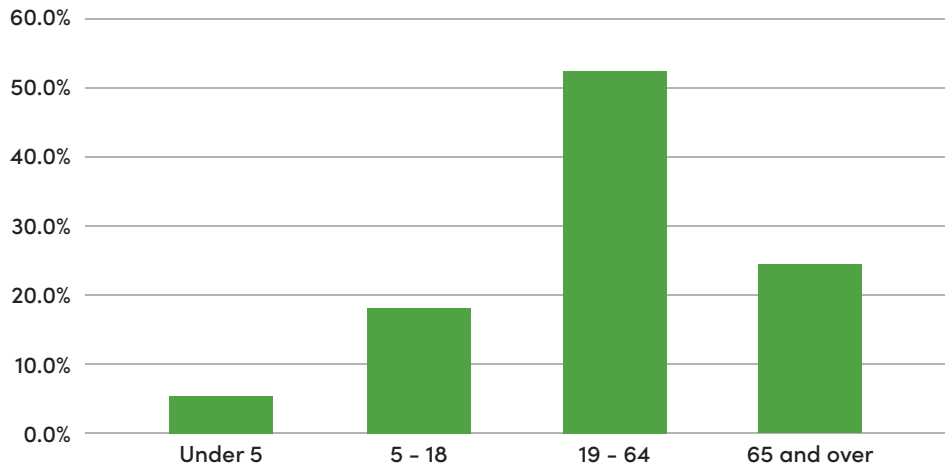
Source: County/City estimates as of January 1, 2025 and January 1, 2026  
State of California Department of Finance, Demographic Research Unit

## DEMOGRAPHICS OF MARIN AND SONOMA COUNTIES

### Marin County

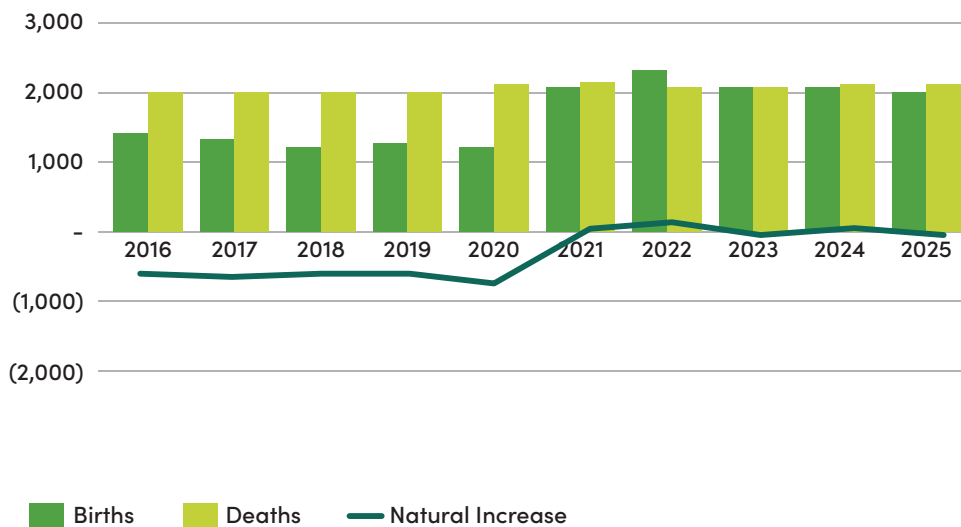
The median age in Marin County is 48.2 years with 59.9% of the population having a bachelor’s degree. The life expectancy is 84.3 years which is almost five years longer than the average American’s life expectancy.

### Marin County Percentage Population Breakdown by Age



Source: Census.gov

### Marin County Natural Population Change by Year

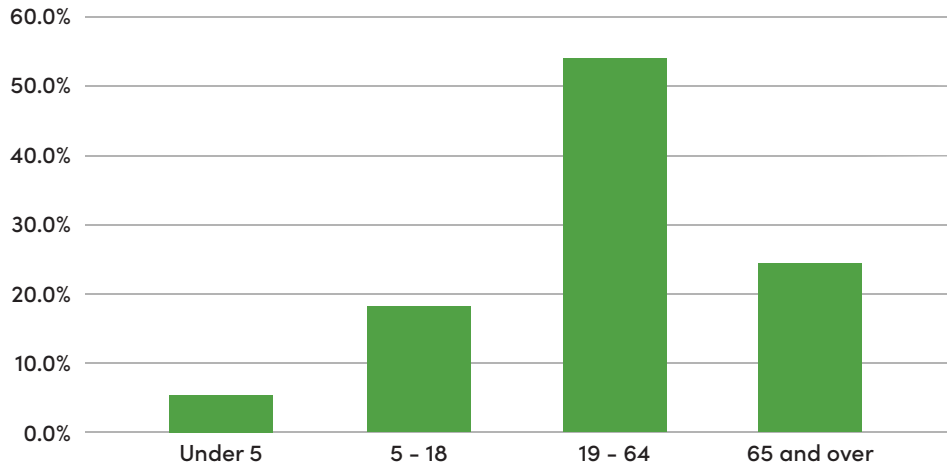


Source: State of California Department of Public Health and State of California Department of Finance, Demographic Research Unit

### Sonoma County

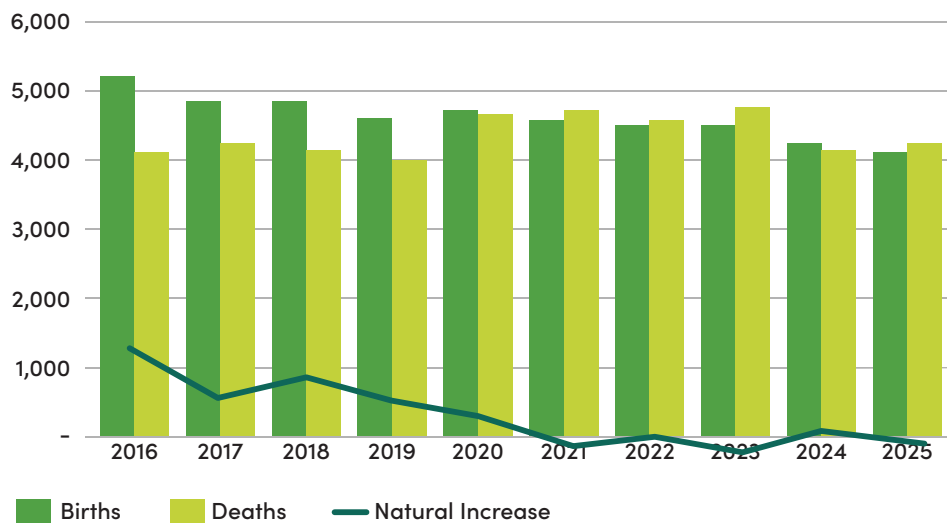
The median age in Sonoma County is 43.3 years with 37.4% of the population having a bachelor’s degree. The life expectancy is 80.6 years which is slightly over the California average of 79.4 years.

### Sonoma County Percentage Population Breakdown By Age



Source: Census.gov

### Sonoma County Natural Population Change by Year



Source: State of California Department of Public Health and State of California Department of Finance, Demographic Research Unit

## APPENDIX E - STATEMENT OF INVESTMENT POLICY

### 1.0 Policy

This investment policy is intended to outline the guidelines and practices to be used in effectively managing the SMART District (District's) available cash and investment portfolio. District monies not required for immediate cash requirements will be invested in compliance with the California Government Code Section 53600, et seq. Investment of Surplus.

### 2.0 Scope

This policy applies to all the financial assets accounted for in the District's Annual Comprehensive Financial Report and any new fund created by the District, unless specifically exempted. The investment of bond proceeds will be governed by the provisions of relevant bond documents.

### 3.0 Prudence

The Board of Directors and Chief Financial Officer shall adhere to the guidance provided by the "prudent investor rule," California Government Code Section 53600.3, which obligates a fiduciary to ensure that "when investing, reinvesting, purchasing, acquiring, exchanging, selling, or managing public funds, a trustee shall act with care, skill, prudence, and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the agency that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency. Within the limitations of this section and considering individual investments as part of an overall strategy, investments may be acquired as authorized by law."

### 4.0 Objectives

In accordance with California Government Code Section 53600.5, and in order of importance, the Chief Financial Officer shall adhere to the following three criteria:

(a) Safety of Principal – Safety of principal is the foremost objective of the investment program. Investments of the District shall be undertaken in a manner that seeks to ensure the preservation of capital in the overall portfolio.

(b) Liquidity – Investments shall be made whose maturity date is compatible with cash flow requirements and which will permit easy and rapid conversion into cash without substantial loss of value.

(c) Return on Investment – The District's investment portfolio shall be designed with the objective of attaining a market rate of return throughout budgetary and economic cycles, taking into account the District's investment risk constraints and the cash flow characteristics of the portfolio.

### 5.0 Delegation of Authority

The authority of the Board to purchase or sell securities for the District's portfolio, may be delegated by the Board to the Chief Financial Officer, who shall thereafter assume full responsibility for those transactions until the delegation of authority is revoked. The Chief Financial Officer shall act in accordance with established written procedures and internal controls for the operation of the investment program consistent with this investment policy.

The oversight responsibility for the investment program is hereby delegated to the Chief Financial Officer who shall monitor and review all investments for consistency with this Investment Policy.

The Chief Financial Officer may delegate investment decision making and execution authority to an independent SEC-registered investment advisor. The advisor shall comply with this Policy and such other written instructions as are provided by the Chief Financial Officer.

### 6.0 Investment Procedures

The Chief Financial Officer shall establish

written operational procedures pertaining to the investment of District funds. These procedures shall be compliant with the parameters and limits set forth by this investment policy. The procedures should regulate actions regarding: safekeeping, repurchase agreements, wire transfer agreements, banking service contracts, and collateral/depository agreements. Such procedures shall include explicit delegation of authority to persons responsible for investment transactions. No person may engage in an investment transaction except as provided under the terms of this policy and the procedures established by the Chief Financial Officer.

### 7.0 Ethics and Conflicts of Interest

Officers and employees involved in the investment process shall refrain from personal business activity that could conflict with the proper execution and management of the investment program, or that could impair their ability to make impartial decisions. Employees and investment officials shall disclose any material interests in financial institutions with which they conduct business to the Chief Financial Officer. They shall further disclose any personal financial/investment positions that could be related to the performance of the investment portfolio. Employees and officers shall refrain from undertaking personal investment transactions with the same individual with whom business is conducted on behalf of the District.

### 8.0 Authorized Financial Dealers and Institutions

For brokers/dealers of government securities and other investments, the Chief Financial Officer shall select only brokers/dealers who are licensed and in good standing with the California Department of Securities, the Securities and Exchange Commission, the National Association of Securities Dealers or other applicable self-regulatory organizations. Before engaging in investment transactions with a broker/dealer, the Chief Financial Officer shall obtain a signed verification form that attests the individual has reviewed the District's Investment Policy, and intends to present only those investment recommendations and transactions to the District that is appropriate under the terms and conditions of the Investment Policy.

If an Investment Advisor is authorized to conduct investment transactions on the District's behalf, the Investment Advisor may use their own list of approved broker/dealers and financial institutions for investment purposes.

### 9.0 Authorized and Suitable Investments

The District is governed by the California Government Code, Sections 53600, et seq. Within the context of these limitations, the investments listed below are authorized. Those investments not identified are considered to be ineligible.

1. U.S. Treasury Obligations. United States Treasury notes, bonds, bills, or certificates of indebtedness, or those for which the full faith and credit of the United States are pledged for the payment of principal and interest.
2. U.S. Agency Obligations. Federal agency or United States government-sponsored enterprise obligations, participations, or other instruments, including those issued by or fully guaranteed as to principal and interest by federal agencies or United States government-sponsored enterprises.
3. California State and Local Agency Obligations. Obligations of the State of California or any local agency within the state, including bonds payable solely out of revenues from a revenue producing property owned, controlled or operated by the state or any local agency or by a department, board, agency or authority of the state or any local agency.
4. Other State Obligations. Registered treasury notes or bonds of any of the other forty-nine (49) United States in addition to California, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by a state or by a department, board, agency, or authority of any of the other forty-nine (49) United States, in addition to California.
5. Bankers' Acceptances. Time drafts or bills of exchange that are drawn on and accepted by a commercial bank and brokered to investors in the secondary market. The maximum maturity of an issue will be one hundred eighty (180)

days. Securities eligible for investment under this subdivision shall be rated in the highest letter and number category by nationally recognized statistical-rating organization. The maximum exposure shall be no more than 40% of the portfolio value. However, no more than 30% of the agency's money may be invested in the bankers' acceptances of any one commercial bank pursuant to this section.

6. Commercial Paper. Commercial paper of "prime" quality of the highest ranking or of the highest letter and number rating as provided for by a nationally recognized statistical-rating organization. The entity that issues the commercial paper shall meet all of the following conditions in either paragraph a or paragraph b:

a. The entity meets the following criteria: (i) Is organized and operating in the United States as a general corporation. (ii) Has total assets in excess of five hundred million dollars (\$500,000,000). (iii) Has debt other than commercial paper, if any, that is rated "A" or its equivalent or higher by a nationally recognized statistical-rating organization.

b. The entity meets the following criteria: (i) Is organized within the United States as a special purpose corporation, trust, or limited liability company. (ii) Has program wide credit enhancements including, but not limited to, over collateralization, letters of credit, or surety bond. (iii) Has commercial paper that is rated "A-1" or higher, or the equivalent, by a nationally recognized statistical-rating organization.

Eligible commercial paper shall have a maximum maturity of two hundred seventy (270) days or less. The District may invest no more than 25% of its money in eligible commercial paper. The District may purchase no more than 10% of the outstanding commercial paper of any single issuer.

7. Medium-Term Notes. Medium-term notes are defined in Government Code Section 53601 as all corporate and depository institution debt securities with a maximum remaining maturity of five (5) years or less, issued by corporations

organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States. Notes eligible for investment under this subdivision shall be rated "A" or its equivalent or better by a nationally recognized statistical-rating organization. Purchases of medium-term notes shall not include other instruments authorized by section 53601 and may not exceed 30% of the portfolio value. No more than 10% of SMART's total investment assets may be invested in the commercial paper and medium-term notes of any single issuer.

8. Negotiable Certificates of Deposit. Negotiable certificates of deposit issued by a nationally or state-chartered bank, a savings association or a federal association (as defined by Section 5102 of the Financial Code), a state or federal credit union, or by a state-licensed branch of a foreign bank. Securities eligible for investment under this subdivision shall be rated in the highest letter and number category by a nationally recognized rating service for short-term ratings (A-1/P1/F-1) and AA or better for longer-term ratings. Purchases of negotiable certificates of deposit may not exceed 30% of the District's aggregate portfolio.

9. Time Deposits. The District may invest in non-negotiable time deposits (CDs) that are FDIC insured or fully collateralized in a state or national bank, savings association or federal association, federal or state credit union located in California, including U.S. branches of foreign banks licensed to do business in California. To be eligible to receive local agency deposits, a financial institution must receive a minimum overall "satisfactory rating" for meeting the credit needs of California Communities in its most recent evaluation. CDs are required to be collateralized as specified under Government Code Section 53630 et seq. The District, at its discretion, may waive the collateralization requirements for any portion that is covered by federal deposit insurance. The District shall have a signed agreement with any depository accepting District funds per Government Code Section 53649. No deposits shall be made at any time in CDs issued by a state or federal

credit union if a member of the Governing Council or the Finance Director serves on the board of directors or any committee appointed by the board of directors of the credit union. In accordance with Government Code Section 53638, any deposit shall not exceed that total shareholder's equity of any depository bank, nor shall the deposit exceed the total net worth of any institution.

10. Local Agency Investment Fund (LAIF) is a pooled investment fund through the State Chief Financial Officer. Deposits for the purpose of investment in the Local Agency Investment Fund of the State Treasury may be made up to the maximum amount permitted by State Treasury policy.

11. Money Market Funds. The Chief Financial Officer may invest in shares of beneficial interest issued by diversified management companies that are money market funds registered with the Securities and Exchange Commission under the Investment Company Act of 1940 (Government Code Section 53601(k).)

The following criteria will be used in evaluating companies:

- a. Attain the highest ranking letter and numerical rating provided by not less than two nationally recognized rating services; or
- b. Have an investment advisor registered or exempt from registration with the Securities and Exchange Commission with not less than five (5) years' experience managing money market mutual funds and with assets under management in excess of five hundred million dollars (\$500,000,000).
- c. The maximum purchase price of shares shall not exceed 20% of the portfolio. However, no more than 10% of the agency's funds may be invested in shares of beneficial interest of any one mutual fund.

12. Local Government Investment Pools. Shares of beneficial interest issued by a joint powers authority organized pursuant to Government Code Section 6509.7 that invests in the securities

and obligations authorized in subdivisions (a) to (o) of Government Code Section 53601, inclusive. Each share shall represent an equal proportional interest in the underlying pool of securities owned by the joint powers authority. To be eligible under this section, the joint powers authority issuing the shares shall have retained an investment adviser that meets all of the following criteria:

- a. The adviser is registered or exempt from registration with the Securities and Exchange Commission.
- b. The adviser has not less than five (5) years of experience investing in the securities and obligations authorized in subdivisions (a) to (o) Government Code Section 53601, inclusive.
- c. The adviser has assets under management in excess of five hundred million dollars (\$500,000,000).

Credit criteria and sectors and issuers percentages for investments listed in this section will be determined at the time the security is purchased. A decline in the overall investment balances that causes the percent to any investment above its maximum policy limit will not be considered out of compliance. The District may from time to time be invested in a security whose rating is downgraded. In the event a rating drops below the minimum allowed rating category for that given investment type, the Chief Financial Officer shall notify the District General Manager and District Council and recommend a plan of action.

## 10.0 Prohibited Investments

Under the provisions of California Government Code Sections 53601.6 and 53631.5, the District shall not invest any funds covered by this Investment Policy in inverse floaters, range notes, mortgage-derived, interest-only strips or any investment that may result in a zero interest accrual if held to maturity.

## 11.0 Collateralization

Collateralization is required on Certificates of Deposit as per California Government Code section 53601. The collateralization level for certificates of deposit is 100% of market value of principal and accrued interest.

The entity chooses to limit collateral to the following: U.S. Treasuries and Federal Agency Obligations. Collateral will always be held by an independent third party with whom the entity has a current custodial agreement. A clearly marked evidence of ownership (safekeeping receipt) must be supplied to the entity and retained. The right of collateral substitution is granted.

### 12.0 Safekeeping and Custody

All securities purchased may be delivered versus payment (“DVP”) basis, and held in safekeeping pursuant to a safekeeping agreement.

### 13.0 Maximum Maturities

To the extent possible, the District will attempt to match its investments with anticipated cash flow requirements. For certain instruments, the term of the investment is limited by market convention or as otherwise prescribed herein. No investments may be acquired that exceed five (5) years, unless approved by the Board at least ninety (90) days in advance of the purchase.

### 14.0 Internal Control

The Chief Financial Officer shall establish an annual process of independent review by an external auditor. This review will provide internal control by assuring compliance with policies and procedures. The Chief Financial Officer may, at any time, further restrict the securities approved for investment as deemed appropriate.

### 15.0 Performance Standards

The investment portfolio will be designed to obtain a market average rate of return during budgetary and economic cycles, taking into account the District’s investment risk constraints and cash flow needs.

### 16.0 Reporting

In accordance with Government Code Section 53607, the Chief Financial Officer shall submit an annual report to the Board indicating the types of investment by fund, institution, date of maturity, and amount of deposit, and shall provide the current market value of all securities with a maturity of more than twelve (12) months, rates of interest, and

expected yield to maturity.

### 17.0 Investment Policy Adoption

The Chief Financial Officer may, at any time, further restrict the securities approved for investment as deemed appropriate.

Additionally, the Chief Financial Officer shall annually send a copy of the current Investment Policy to all approved dealers. Each dealer is required to return a signed statement indicating receipt and understanding of the District’s investment policies.

## APPENDIX F - APPROPRIATION CALCULATION

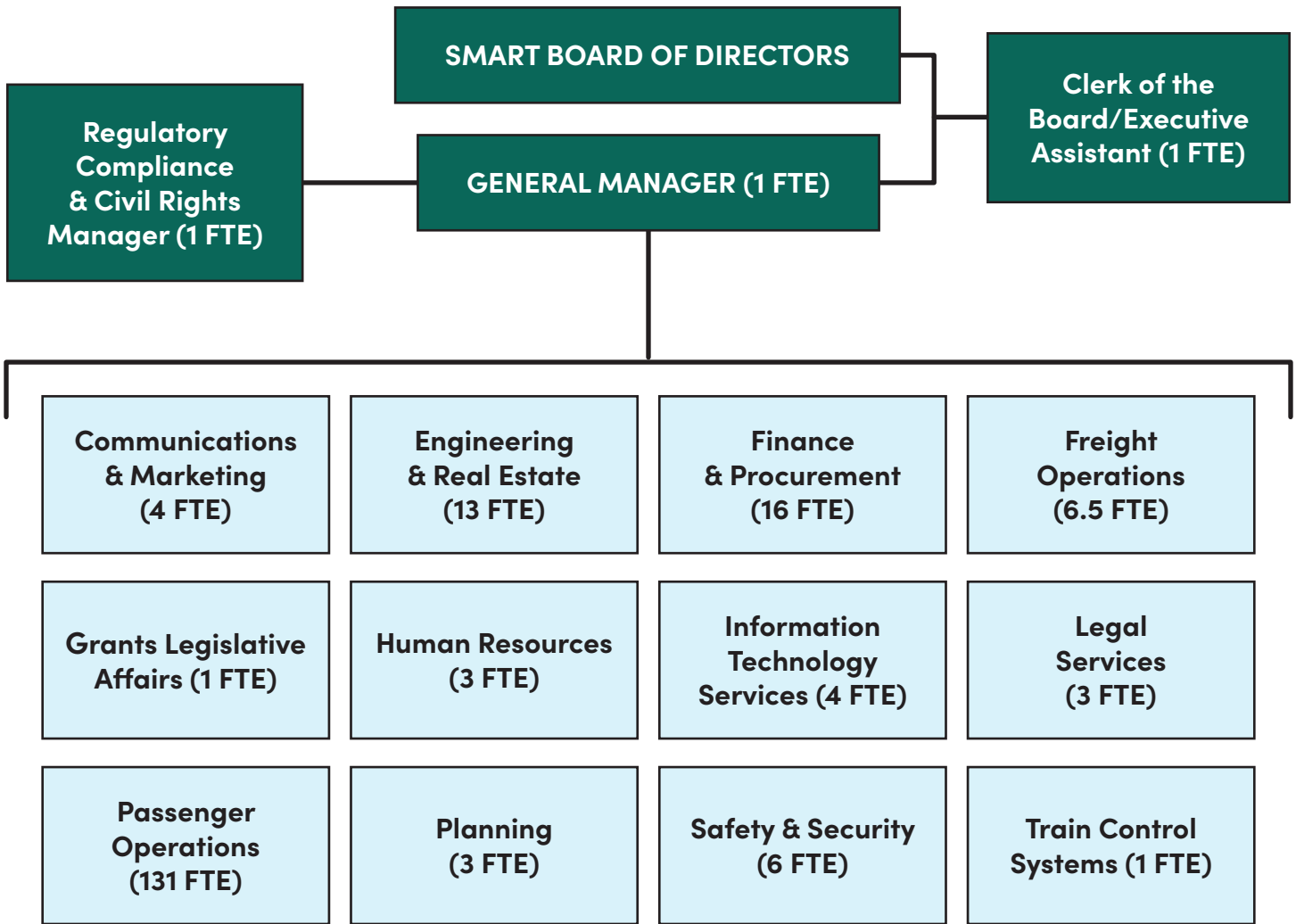
	FY 25	FY 26	FY 27
Beginning Limit	\$169,517,286	\$175,179,546	\$186,740,801
Per Capita Increase in Cost of Living	1.0362	1.0644	1.0495
Population Change	0.9973	1.0015	0.9984
County Used for Population Change	Sonoma	Sonoma	Sonoma
<b>Total</b>	<b>\$175,179,546</b>	<b>\$186,740,801</b>	<b>\$195,670,895</b>

\* Per Government Code §7901, special districts located in two or more counties, such as SMART, may choose to use the change in population for the portion of the district which has the highest assessed valuation.



## APPENDIX G - ORGANIZATIONAL CHART

Total FTE: 194.5



## Fiscal Year 2026/2027 Budget Comments

Date Received	Comment	Response
5/8/26	<p>Can you please put something in the budget to appeal to the feds or whoever is in charge of ringing the bells at each juncture? The noise at the Windsor station is well 48 trains in an and out of the station so 100x daily starting at 3:55 AM.</p> <p>Love the idea of the train but the lack of sleep is killing me slowly.</p> <p>\$2- average fare prices to run a debt laden public service for 1.6M annual riders (which we know isn't an actual number but an inflated guess) is an abomination of community services paid for by our tax dollars only to be inconvenienced by the noise pollution.</p> <p>I think the train has merit.... The trails more so, but the noise is horrible.</p>	<p>Your comments on SMART's Fiscal Year 2026/2027 Budget have been received. Thank you for your comments.</p>
5/8/26	<p>You do a disservice to the public and the early leaders of tge effort to get a train running from Marin through Sonoma County by not including in your history the work done under under the auspices of the Sonoma Marin Area Rail Transit Commission. Without the efforts of people like Lillian Hames and public advocates like Bill Kortum, l there never would be a SMART District. Ignoring that history in your budget document is a huge mistake.</p>	<p>Your comments on SMART's Fiscal Year 2026/2027 Budget have been received. Thank you for your comments.</p>
5/22/26	<p>On page B-17 (pdf page 18) the mascots funding is listed as coming from the "STCTA" but our new acronym is actually the "SCTCA" – Sonoma County Transportation and Climate Authorities.</p>	<p>Your comments on SMART's Fiscal Year 2026/2027 Budget have been received. Thank you for your comments.</p>

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA-MARIN AREA RAIL TRANSIT DISTRICT, STATE OF CALIFORNIA, ADOPTING AN ANNUAL BUDGET FOR FISCAL YEAR 2026-2027, PROVIDING FOR THE ESTABLISHMENT OF NEW DISTRICT EMPLOYEES PURSUANT TO PUBLIC UTILITIES CODE SECTIONS 105050 AND 105052(b) AND FIXING THE COMPENSATION AND SALARY OF ALL DISTRICT EMPLOYEES FOR FISCAL YEAR 2026-2027, ADOPTING A STATEMENT OF INVESTMENT POLICY FOR FISCAL YEAR 2026-2027, AND DELEGATING AUTHORITY TO INVEST CERTAIN FUNDS UNDER THE CONTROL OF THE BOARD OF DIRECTORS TO THE CHIEF FINANCIAL OFFICER**

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**WHEREAS**, Section 8.01 of Article VIII of the Administrative Code of the Sonoma-Marín Area Rail Transit District (“SMART”) requires that the Board of Directors (“Board”) adopt an annual budget for the ensuing fiscal year no later than the District’s June meeting; and

**WHEREAS**, a draft Annual Budget for Fiscal Year 2026-2027 was presented to the Board at its May 20, 2026 meeting; and

**WHEREAS**, the draft Annual Budget for Fiscal Year 2026-2027 has been available for public inspection since May 8, 2026, in excess of the minimum public inspection period prescribed by the Administrative Code; and

**WHEREAS**, at its duly noticed meetings on May 6, May 20, and June 17, the Board fully reviewed and considered the Annual Budget for Fiscal Year 2026-2027, at which time all interested persons were given the opportunity to hear and be heard; and

**WHEREAS**, at its June 17 meeting, the Board duly considered the creation of seven employee positions and the fixing of the compensation and salary for the newly created positions as well as the adjustment of the compensation of some existing positions; and

**WHEREAS**, certain non-cash transactions such as the recording of donated assets and depreciation do not require appropriation authority and are not included in the annual budget but must be recorded during the preparation of financial statements for each fiscal year; and

**WHEREAS**, administrative and accounting adjustments and corrections which are necessary to move funds or expense in accordance with accepted accounting practice may be necessary and do not require appropriation authority for each fiscal year; and

**WHEREAS**, California Government Code Section 53607 authorizes the Board to delegate to the Chief Financial Officer the authority to invest certain funds of SMART on deposit with the County of Sonoma Treasury for up to one year; and

**WHEREAS**, included in the delegation of authority for investments is the authority to transfer funds between accounts in order to maximize investment returns for the District; and

**WHEREAS**, upon such delegation the Chief Financial Officer assumes full responsibility for those transactions until the Board revokes this authority or does not renew the annual delegation by resolution; and

**WHEREAS**, nothing in this resolution limits the Chief Financial Officer's authority pursuant to Government Code Sections 53635 and 53684; and

**WHEREAS**, all investments are reported monthly to the Board of Directors as required by Government Code Section 53646; and

**WHEREAS**, California Government Code Section 53646 requires that the Chief Financial Officer annually submit a statement of investment policy to the Board for its review and approval; and

**WHEREAS**, the Chief Financial Officer presented and the Board duly considered the Statement of Investment Policy for Fiscal Year 2026-2027 at a noticed public meeting of the Board of Directors on June 18, 2025.

**NOW, THEREFORE, BE IT RESOLVED** that the Fiscal Year 2026-2027 Annual Budget for the Sonoma-Marin Area Rail Transit District attached hereto is hereby approved.

**BE IT FURTHER RESOLVED** that the funding for this Final Budget is being provided to SMART by way of Measure Q sales tax, fare revenue, state operating support, federal funds, and reimbursements from grants from state revenues, among other funds, all as more fully described in the Fiscal Year 2026-2027 Annual Budget.

**BE IT FURTHER RESOLVED** that based upon competent evidence and acting pursuant to the provisions of the enabling legislation, the salaries, wages, compensation and expenses for management and non-management employees for Fiscal Year 2026-2027 shall be as provided for also in Appendix C, SMART Position Authorizations, and such compensation shall be compensation in full for all official services performed by such managers and employees, unless expressly provided otherwise.

**BE IT FURTHER RESOLVED** that the Chief Financial Officer is authorized to complete any necessary budgetary and accounting transfers and adjustments to implement the adopted Fiscal Year 2026-2027 Budget and to re-establish valid prior year encumbrances. Such adjustments shall include but not be limited to decreasing appropriations in any and all funds associated with projects initiated prior to the 2025-2026 fiscal year-end to meet actual available resources. Authority includes budgetary and accounting adjustments necessary to

assign year-end actual fund balances, and increasing or decreasing appropriations for previously approved projects, operations and maintenance expenses and budgetary and accounting adjustments necessary to assign actual fund balances.

**BE IT FURTHER RESOLVED** that the Chief Financial Officer is authorized to complete any administrative or accounting adjustments necessary for the proper presentation of the District's financial statements that are in accordance with the Board's Direction and approval of the Budget, including noncash adjustments for depreciation and recording donated assets.

**BE IT FURTHER RESOLVED** that, in accordance with the provisions of Government Code Section 53646, the Statement of Investment Policy for Fiscal Year 2026-2027 is provided for in the Fiscal Year 2026-2027 Budget, Appendix E is hereby approved and adopted.

**BE IT FURTHER RESOLVED** that, pursuant to Government Code Section 53607, the Board of Directors hereby delegates to the Chief Financial Officer the authority to create and maintain accounts as necessary for management of the District's funds, including the ability to invest and reinvest funds in the Sonoma County Treasury for a period of one year and to create accounts as required by State of California for deposit of grant funds.

**PASSED AND ADOPTED** at a regular meeting of the Board of Directors of the Sonoma-Marín Area Rail Transit District held on the 17th day of June 2026, by the following vote:

**DIRECTORS:**

AYES:

NOES:

ABSENT:

ABSTAIN:

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

ATTEST:

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

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA-MARIN AREA RAIL TRANSIT DISTRICT, STATE OF CALIFORNIA, DECLARING AND RATIFYING THE APPROPRIATION LIMIT FOR FISCAL YEAR 2026-2027**

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**WHEREAS**, Article XIII B of the California Constitution (“Article XIII B”) places various limitations on the appropriations of the State of California and local public agencies; and

**WHEREAS**, Article XIII B requires the Sonoma-Marín Area Rail Transit District (“SMART”) to set an annual appropriations limit based on factors which include the appropriations limit for the prior fiscal year, population growth (if any), and inflation; and

**WHEREAS**, SMART’s annual appropriations limit was first set at \$100,000,000 for Fiscal Year 2008-2009 with the passage of Measure Q; and

**WHEREAS**, SMART approved subsequent annual appropriations limits as required by law; and

**WHEREAS**, the information supporting these adjustments is in Appendix F of the Fiscal Year 2026-2027 budget; and

**NOW, THEREFORE, BE IT RESOLVED** that the foregoing recitals are true and correct.

**BE IT FURTHER RESOLVED** that the Appropriations Limit for SMART Fiscal Year 2026-2027 shall be \$195,670,895.

**PASSED AND ADOPTED** at a regular meeting of the Board of Directors of the Sonoma-Marín Area Rail Transit District held on the 17th day of June 2026, by the following vote:

**DIRECTORS:**

AYES:

NOES:

ABSENT:

ABSTAIN:

---

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

ATTEST:

---

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

## APPROPRIATION CALCULATION

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	FY 25	FY 26	FY 27
Beginning Limit	\$169,517,286	\$175,179,546	\$186,740,801
Per Capita Increase in Cost of Living	1.0362	1.0644	1.0495
Population Change	0.9973	1.0015	0.9984
County Used for Population Change	Sonoma	Sonoma	Sonoma
<b>Total</b>	<b>\$175,179,546</b>	<b>\$186,740,801</b>	<b>\$195,670,895</b>

\* Per Government Code §7901, special districts located in two or more counties, such as SMART, may choose to use the change in population for the portion of the district which has the highest assessed valuation.