



**CITIZENS OVERSIGHT COMMITTEE
MEETING MINUTES**

December 10, 2025 – 1:30pm

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

1. Call to Order [0:04 Minutes Mark on the Video Recording]

Chair Sheehan-Meyer called the meeting to order at 1:30pm. Members Reyes Diaz, McCubbin, Larabure, Nachor, Mann, Hagerty, Engdahl and Sheehan-Meyer present. Member Johnson absent.

2. a. Approval of the May 28, 2025 Minutes [0:01:19 Minutes Mark on the Video Recording]

MOTION: Member Hagerty moved to approve the May 28, 2025 Minutes, Member Larabure seconded. The motion carried 8-0-1 (Member Johnson absent. COC Minutes approved as presented.

- b. Approval of the September 24, 2025 Minutes [0:01:36 Minutes Mark on the Video Recording]

MOTION: Member Nachor moved to approve the September 24, 2025 Minutes, Member Larabure seconded. The motion carried 8-0-1 (Member Johnson absent. COC Minutes approved as presented.

3. COC Members Announcements [0:2:08 Minutes Mark on the Video Recording]

Reyes Diaz – Streets and Pathways

Nachor - MASCOTS

Hagerty – LWV Marin Ride SMART to Santa Rosa Square with GM

Sheehan-Meyer – Kudos for Holiday Express

4. General Manager's Report [00:05:49 Minutes Mark on the Video Recording]

Chief Financial Officer, Heather McKillop provided a PowerPoint presentation, which is

posted on SMART's website. Highlights include:

- Ridership Update
- Upcoming Service Improvements
- MASCOTS Update
- Novato Pathway Update
- Employees of the Quarter

Board Comments

McCubbin – Ridership

Public Comments

None

Member Johnson Arrives [\[0:13:32 Minutes Mark on the Video Recording\]](#)

5. Public Comments on Non-Agenda Items

None

6. Approve the 2026 Proposed Meeting Schedule – *Presented by Clerk of the Board, Kyreen Jorgensen*

MOTION: Member Larabure moved to approve 2026 Proposed Meeting Schedule; Member Johnson seconded. The motion carried 9-0-0. 2026 Meeting Schedule approved as presented.

7. Review the Annual Comprehensive Financial Report – *Presented by Chief Financial Officer, Heather McKillop, prepared by Eide Bailly, LLP. [00:17:00 Minutes Mark on the Video Recording]*

Board Comments

Sheehan- Meyer
Hagerty

8. Receive the Fiscal Year 2024-2025 Budget to Actual Comparison - *Presented by Chief Financial Officer, Heather McKillop [00:23:04 Minutes Mark on the Video Recording]*

Board Comments

Engdahl
Nachor
Sheehan-Meyer

9. Receive the Comprehensive Fiscal Year 2025 Investment Report - *Presented by Chief Financial Officer, Heather McKillop [00:38:31 Minutes Mark on the Video Recording]*

Board Comments

Engdahl
Haggerty

10. Receive Clipper 2 Update, *presented by Chief Financial Officer, Heather McKillop* [00:49:18 Minutes Mark on the Video Recording]

Board Comments

Sheehan- Meyer

Nachor

Haggerty

Johnson

Larabure

11. Next Meeting of the Citizens Oversight Committee, **March 25, 2026**– 1:30PM – 5401 Old Redwood Highway, 1st Floor, Petaluma, CA 95492
12. Adjournment - Meeting adjourned at 2:52pm.

Respectfully submitted,

/s/

Kyreen Jorgensen
Clerk of the Board

Approved on: _____



DATE: March 25, 2026
TO: Citizens Oversight Committee Member
FROM: Heather McKillop, Chief Financial Officer
SUBJECT: January 2026 Monthly Financial - Information Item

RECOMMENDATION: Receive Monthly Financial Status Report – January 2026

SUMMARY:

This report provides information for the first seven months of Fiscal Year (FY) 2026, including details on the Board Adopted Budget through Budget Amendment #6. Attached, you will find separate charts displaying both budgeted and actual revenues and expenses for passenger rail and freight. The "actual" columns reflect revenues and expenses for the first seven months of FY 2026 (July - January). Additionally, for passenger rail, we have included more detailed information on sales tax and fare revenues, presenting current data alongside comparative figures from FY 2022 to FY 2026.

The report further outlines the approved budget, actual expenses, and remaining budget balance. Please note that expenses may not occur evenly throughout the fiscal year; many significant costs are incurred at specific intervals. Additionally, we have included information on SMART's investments, detailing where our funds are held and the current amounts. Lastly, we present the current obligations, reserves, and fund balance requirements for FY 2026.

FISCAL IMPACT:

None.

Sincerely,

/s/

Heather McKillop
Chief Financial Officer

Attachment(s): (1) Monthly Financial Status Report
(2) Contract Summary Report



MONTHLY FINANCIAL STATUS

January 2026

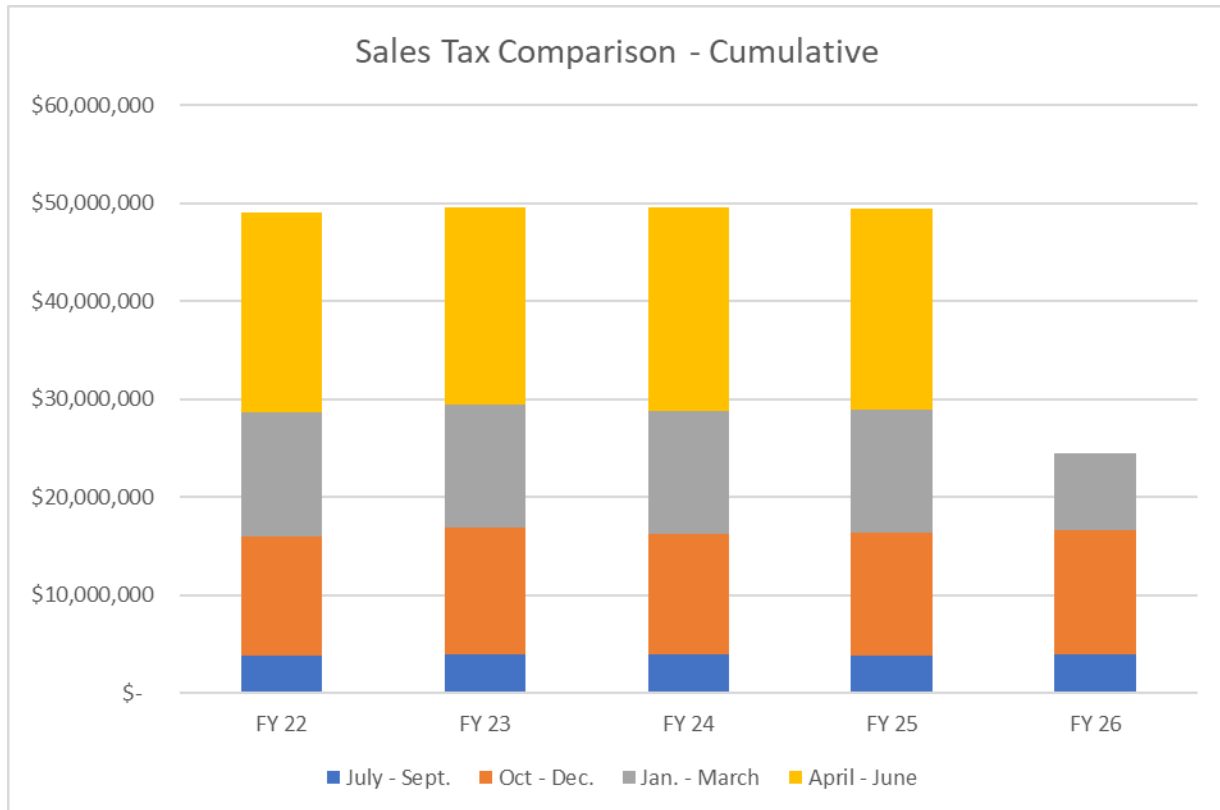
PASSENGER REVENUES

	FY 2026 Approved Budget and Amendments #1-#6	Actual	Amount Over/ (Under) Budget	% Over/(Under) Budget	% of FY Remaining
Sales & Use Tax	\$48,300,300	\$20,447,535	-\$27,852,765	-58%	42%
Sales Tax Collection Fees	-\$839,870	-\$209,970	\$629,900	-75%	42%
Federal Funds	\$11,064,920	\$607,128	-\$10,457,792	-95%	42%
State Grants	\$47,868,434	\$5,771	-\$47,862,663	-100%	42%
Passenger Fares	\$2,541,000	\$1,612,091	-\$928,909	-37%	42%
Shuttle Fares	\$8,000	\$7,331	-\$669	-8%	42%
Parking Fees	\$17,580	\$31,561	\$13,981	80%	42%
Interest & Lease Revenue	\$1,294,025	\$1,605,071	\$311,046	24%	42%
Misc./ Other Revenues	\$343,736	\$340,485	-\$3,251	-1%	42%
Other Governments	\$4,614,356	\$77,379	-\$4,536,977	-98%	42%
Total	\$115,212,481	\$24,524,382	-\$90,688,099	-79%	42%

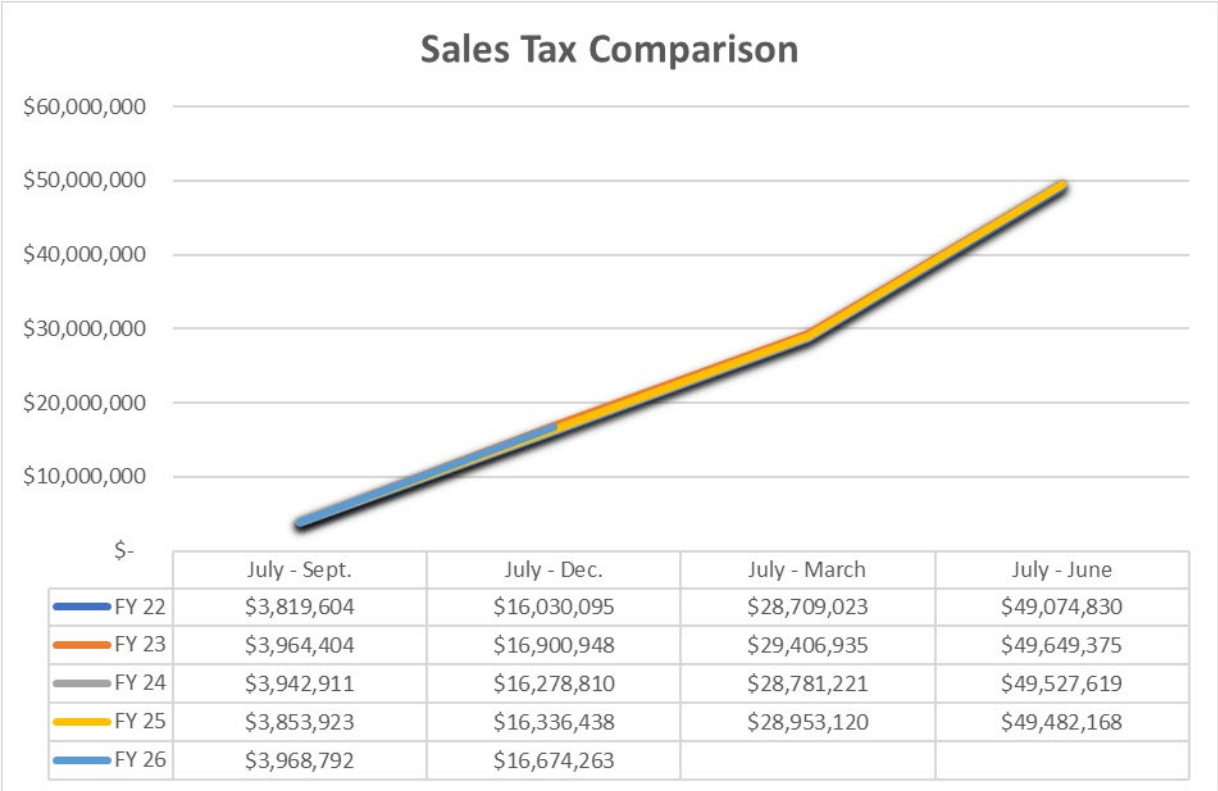
**Measure Q Sales Tax
Fiscal Year (FY) 2026**

Time Period	July – Sept	Oct - Dec	Jan - March	April - June
FY 26 Forecasted Sales Tax	\$3,864,024	\$12,075,075	\$12,558,078	\$19,803,123
Actual	\$3,968,792	\$12,705,075	\$7,742,064	\$0
Difference	\$104,768	\$630,000	-\$4,816,014	-\$19,803,123

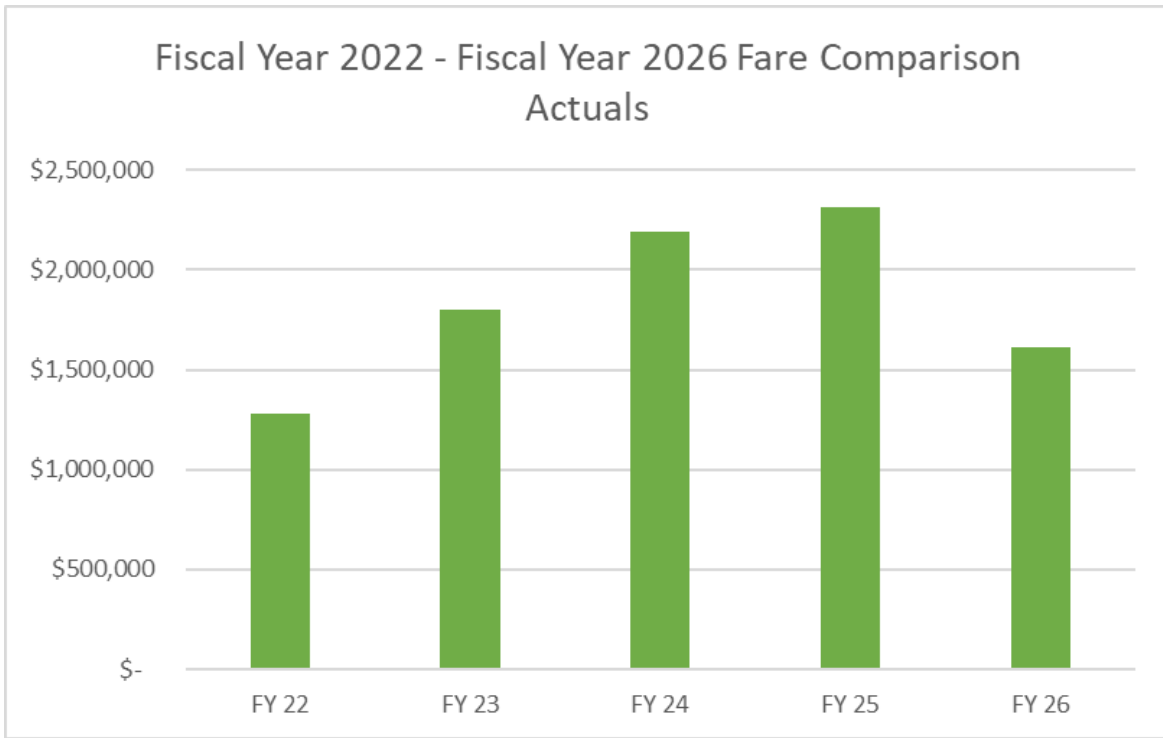
**Fiscal Year 2022-2026 Net Sales Tax Comparison
(by Quarter)**



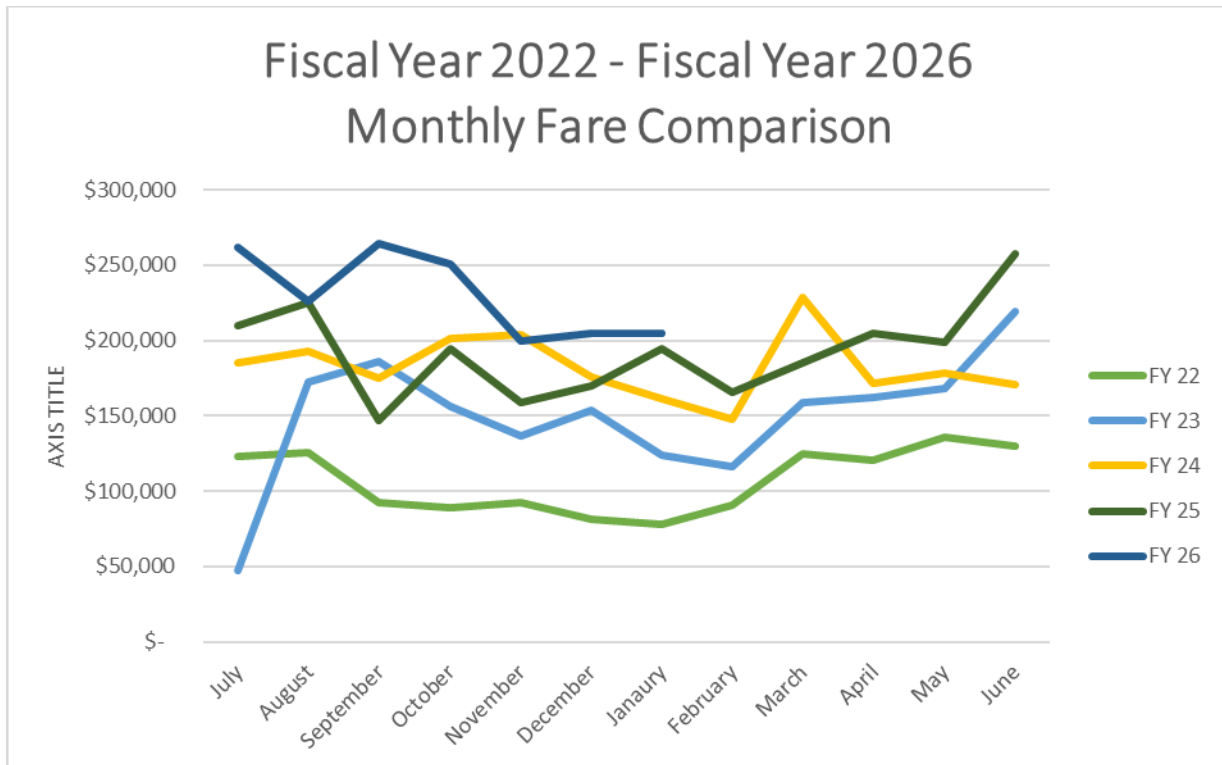
Fiscal Year 2022-2026 Cumulative Sales Tax Comparison



Fiscal Year 2022-2026 Fare Revenue Comparison



Fiscal Year 2021-2025 Monthly Fare Revenue Comparison



PASSENGER EXPENSES

	FY 2025-26 Approved Budget and Amendments #1-#6	Actual	Amount Over / (Under) Budget	% Over/(Under) Budget	% of FY Remaining
Administration					
Salaries & Benefits	\$7,521,481	\$4,093,494	-\$3,427,987	-46%	42%
Services & Supplies	\$13,226,619	\$5,373,815	-\$7,852,804	-59%	42%
Administration Total	\$20,748,100	\$9,467,309	-\$11,280,791	-54%	42%
Operations					
Salaries & Benefits	\$22,096,215	\$11,235,737	-\$10,860,478	-49%	42%
Services & Supplies	\$7,302,157	\$2,764,102	-\$4,538,055	-62%	42%
Operations Total	\$29,398,372	\$13,999,839	-\$15,398,533	-52%	42%
Engineering					
Salaries & Benefits	\$401,482	\$649,631	\$248,149	62%	42%
Services & Supplies	\$6,197,347	\$767,008	-\$5,430,339	-88%	42%
Engineering Total	\$6,598,829	\$1,416,639	-\$5,182,190	-79%	42%
Capitalized Expenses					
Facilities	\$42,564,471	\$4,173,236	-\$39,104,098	-93%	42%
Infrastructure	\$1,003,017	\$3,775	-\$999,242	-100%	42%
Equipment	\$8,104,245	\$284,047	-\$7,826,893	-97%	42%
Nonrevenue Vehicles	\$622,000	\$208,337	-\$413,663	-67%	42%
Capitalized Expenses Total	\$52,293,733	\$4,669,395	-\$47,624,338	-91%	42%
Total All Expenses	\$109,039,034	\$29,553,182	-\$79,485,852	-73%	42%

FREIGHT REVENUES

	FY 2026 Approved Budget and Amendments #1-#6	Actual	Amount Over/ (Under) Budget	% Over/(Under) Budget	% of FY Remaining
State Operating / Capital Grant	\$1,812,350	\$0	-\$1,812,350	-100%	42%
Caltrans Grant	\$7,000	\$0	-\$7,000	-100%	42%
Caltrans Novato Creek Bridge Construction Support	\$12,500	\$0	-\$12,500	-100%	42%
State Shortline Grant	\$445,950		-\$445,950	-100%	42%
Freight Movement Fees	\$800,000	\$479,104	-\$320,896	-40%	42%
Leases	\$270,000	\$109,388	-160,612	-59%	42%
Freight Storage	\$40,000	\$0	-\$40,000	-100%	42%
45(g) Tax Credit & Misc.	\$261,000	\$273,950	\$12,950	5%	42%
FEMA/CalOES 2023 Disaster Recovery	\$175,977	\$0	-175,977	-100%	42%
Total	\$3,834,777	\$862,442	-\$2,972,335	-78%	42%

FREIGHT EXPENSES

	FY 2025-26 Approved Budget and Amendments #1-#6	Actual	Amount Over / (Under) Budget	% Over/(Under) Budget	% of FY Remaining
Operations					
Salaries & Benefits	\$1,075,089	\$591,947	-\$483,142	-45%	42%
Services & Supplies	\$1,521,789	\$419,321	-\$1,102,468	-72%	42%
Operations Total	\$2,596,878	\$1,011,268	-\$1,585,610	-61%	42%
Engineering					
Salaries & Benefits	\$19,500	\$6,989	-\$12,511	-64%	42%
Services & Supplies	\$1,218,398	\$217,307	-\$1,001,091	-82%	42%
Engineering Total	\$1,237,898	\$224,296	-\$1,013,602	-82%	42%
Total All Expenses	\$3,834,776	\$1,235,564	-\$2,599,212	-68%	42%

CAPITAL PROJECTS

Passenger/Pathway Projects	Total Project Budget	Expended in Prior Fiscal Years	Budgeted in FY26	Remaining Project Budget	Project Status
Development: Healdsburg Extension Progressive Design-Build	\$3,250,000	\$366,536	\$2,883,464	\$0	Work is ongoing.
Extension: Healdsburg Phase	\$265,058,000	\$0	\$35,359,000	\$229,699,000	Progressive Design-Build contract awarded; Phase I commenced.
Pathway: Design for 5 Segments in Marin County	\$6,323,781	\$2,172,537	\$275,000	\$3,876,244	Conducting engineering design and pursuing environmental permits to prepare segments for construction.
Pathway: Design for 7 Segments in Marin and Sonoma Counties	\$3,936,755	\$2,513,843	\$221,660	\$1,201,252	Conducting engineering design and pursuing environmental permits to prepare segments for construction.
Pathway: Guerneville Rd to Airport Blvd Pathway Permitting and Construction	\$14,212,729	\$18,095	\$1,125,012	\$13,069,622	In design, awaiting funding allocation. Pursuing NEPA clearance and environmental permitting.
Pathway: Hanna Ranch to Vintage	\$7,070,119	\$35,995	\$1,330,000	\$5,704,124	Awaiting funding allocation, pursuing NEPA revalidation and preparing

					contract documents.
Pathway: Joe Rodota Trail	\$1,531,749	\$56,108	\$1,456,655	\$18,986	Preparing contract documents
Pathway: Puerto Suello Tunnel	\$561,465	\$56,816	\$504,649	\$0	Design and environmental clearance work is underway.
State of Good Repair: St Vincent Culvert Repairs	\$250,000	\$0	\$250,000	\$0	In design.
Station: Civic Center Kiss-n-Ride Design	\$224,000	\$0	\$224,000	\$0	In design.
WFO: Joe Rodota to Third Street Traffic Signal (City of Santa Rosa)	\$1,016,794	\$122,719	\$894,075	\$0	Design work completed, construction will be packaged in combination with the Joe Rodota Trail project
WFO: Santa Rosa Downtown Station Access (Developer)	\$703,017	\$0	\$703,017	\$0	Will be packaged for construction in combination with Joe Rodota Trail project
Freight Projects					
State of Good Repair: Bridge Rehabilitation Phase II (3 Bridges)	\$745,424	\$65,765	\$679,659	\$0	Work began in December and is expected to be completed in March 2026

INVESTMENTS

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

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

Cash on Hand	
Bank of Marin	\$47,078,390
Sonoma County Investment Pool	\$49,978,119
Total Cash on Hand	\$97,056,509
Reserves	
Self-Insured Reserve	\$2,370,675
OPEB/CalPERS Reserve	\$6,574,676
Operating Reserve	\$12,959,990
Capital Reserve	\$12,317,250
Corridor Completion Reserve	\$5,500,000
Total Reserves	\$39,722,591
Cash Balance	\$57,333,918
Less: Current Encumbrances	-\$39,130,162
Balance	\$18,203,756
Less Estimated FY 26 Year-End Balance	-\$53,650,516
Remaining Balance	-\$35,446,760



Contract Summary

PASSENGER RAIL

Active contracts as of 1/31/2025

Contractor	Scope	FY 25/26 Encumbered	FY 25/26 Actuals
Afaf Translations LLC	Oral and Document Translation Services	\$ 2,000	\$ 952
Alcohol & Drug Testing Services, LLC	Administration of DOT-, FRA-, and SMART-Regulated Drug and Alcohol Program Services	\$ 45,000	\$ 18,643
Atex Ruiz Sr. dba North Bay Bottling	Water Delivery Service to Fulton Facility	\$ 3,000	\$ 2,232
Alliant Insurance Services, Inc.	Insurance Brokerage and Risk Management Consulting Services	\$ 50,000	\$ 18,804
American Rail Engineers Corporation DBA Airshark	Railroad Bridge Inspections, Bridge Engineering, and Related Services	\$ 20,000	\$ 14,645
American Red Cross & Its Constituent Chapters and Branches	American Red Cross CPR/First Aid/ AED Training Certification Services and Cards	\$ 840	\$ 840
Asbury Environmental Services DBA World Oil Environmental Serv	Hazardous and Non-Hazardous Waste Removal, Disposal, and Related Services	\$ 2,400	\$ 1,451
Atlas Copco Compressors LLC	Air Compressor Maintenance Services	\$ 2,005	\$ 2,005
Bach-Simpson, A Division of Wabtec Canada, Inc	Event Recorder Overhaul and Maintenance Services	\$ 26,360	\$ 26,360
Barbier Security Group	Security Services at Cal Park Tunnel	\$ 11,436	\$ 7,624
Bender Rosenthal, Inc.	On Call Real Estate Advisory & Property Rights Acquisition Support Services	\$ 7,000	\$ -
BKF Engineers	Design & Engineer Seven (7) Multi-Use Pathway Segments in Sonoma and Marin Counties	\$ 230,910	\$ 34,764
BKF Engineers	Design & Permitting of the Puerto Suello Non-Motorized Pathway	\$ 388,993	\$ 356,989
Bolt Staffing Service, Inc.	Temporary Staffing Services	\$ 40,000	\$ -
Cal Interpreting & Translations	Communication Access Realtime Translation (CART) Services	\$ 13,468	\$ 468
City Towel & Dust Services, Inc. DBA Sunset Linen & Uniform	Laundering and Pressing Services for SMART-Owned Uniforms	\$ 1,400	\$ 1,015
Clean Solutions Services, Inc.	Janitorial and Custodial Services for SMART Stations, Offices, and Parking Lots	\$ 115,831	\$ 87,524
Code3 Entertainment Services, LLC	Microtransit Operator Services	\$ 731,563	\$ 428,991
Construction Testing Services, Inc.	On Call Construction Materials Testing Services	\$ 2,746	\$ 2,746
Cooperative Personnel Services dba CPS HR Consulting	Employee Recruiting Services	\$ 30,000	\$ 7,000
County of Sonoma	Maintenance and Monitoring of Riparian Enhancement Project at Helen Putnam Regional Park	\$ 51,899	\$ 51,899
County of Sonoma	Maintenance and Monitoring of Riparian Enhancement Projects at Crane Creek Regional Park	\$ 36,712	\$ 36,712
County of Sonoma	Non-Revenue Fleet Maintenance and Repair Services	\$ 60,000	\$ 40,785
Courtney Robertson DBA CocoConsult LLC	Construction Alternate Project Delivery Advisor and Cost Estimation Services	\$ 500,000	\$ 258,638
CSW Stuber-Stroeh Engineering Group Inc.	Design & Engineer Five (5) Multi-Use Pathway Segments in Marin Counties	\$ 250,000	\$ 15,027
Data Ticket, Inc.	Citation Issuance and Administration for Illegal Parking at SMART's Facilities	\$ 1,950	\$ 600
DB E.C.O. North America Inc.	Perform Update to Dynamic Operations Simulation Modeling for the SMART Main Line	\$ 145,701	\$ -
Eco-Compteur Inc.	Pedestrian and Bicycle Pathway Counter Software Reporting Tools and Support	\$ 12,600	\$ 12,600
Eide Bailly LLP	Independent Auditor	\$ 58,670	\$ 31,284
eLock Technologies LLC	Ongoing Maintenance and Operation Support for Bicycle eLockers at SMART Stations	\$ 11,850	\$ 8,888
EMR LLC DBA Maxacel	Software System for Managing and Reporting FRA Compliance	\$ 33,187	\$ 24,393
EMR LLC DBA Maxacel	Learning Management System and Support Services	\$ 17,850	\$ 13,526
Fehr & Peers	Quality of Life and Economic Impact Assessment Study	\$ 137,267	\$ 115,216
FinQuery	LeaseQuery Accounting Software and Support Services	\$ 12,594	\$ 12,594
Foster & Foster Consulting Actuaries, Inc.	GASB 75 and GASB 68 Compliance and Actuarial Services	\$ 4,250	\$ 4,250
George Hills Company	Third-Party Administrator and Property and Liability Claims Adjusting Services	\$ 18,808	\$ 6,358
Golden Five LLC	Microsoft Office 365 Managed Services and Technical Support Services	\$ 91,000	\$ 71,135
Graymar Environmental Services, LLC	On Call Removal, Remediation, and Disposal of Hazardous and Biohazardous Materials	\$ 33,000	\$ 7,687
Hanford Applied Restoration & Conservation	San Rafael Creek Riparian Mitigation Implementation, Maintenance, and Monitoring Project	\$ 28,463	\$ 20,799
Hanford Applied Restoration & Conservation	Maintenance and Monitoring of the Las Gallinas Creek Watershed Riparian Enhancement Planting	\$ 16,535	\$ 8,844
Hanson Bridgett LLP	Labor and Employment Legal Services	\$ 140,000	\$ 90,682
HCI SYSTEMS, INC.	Fire Suppression System and Fire Extinguisher Inspection, Maintenance, and Certification	\$ 8,016	\$ -
Holland LP	Track Geometry and Measurement Services	\$ 24,000	\$ -
Hunt Oil of California	Supply and Deliver Valvoline Premium Blue 15W40 Motor Oil	\$ 18,446	\$ 16,609

Contractor	Scope	FY 25/26	
		Encumbered	Actuals
Integrated Security Controls, Inc.	On Call Maintenance Support for SMART's Existing CCTV and Access Control Systems	\$ 46,286	\$ 6,029
Intelligent Technology Solutions, LLC	IBM Maximo Maintenance and Management System Software and Technical Support Services	\$ 286,650	\$ 221,887
Khouri Consulting, LLC	California State Legislative Advocacy Services	\$ 124,000	\$ 82,000
Knorr Brake Holding Corporation DBA Knorr Brake Company LLC	Master Controller Overhaul and Upgrade Services	\$ 184,409	\$ 104,220
Knorr Brake Holding Corporation DBA Knorr Brake Company LLC	Standard Brake System Overhaul Services	\$ 1,151,404	\$ -
Krauthamer & Associates LLC	Employee Recruiting Services	\$ 20,000	\$ -
Lance A. O'Connor	DOT & FRA Regulated Pre-Employment & Recertification Screenings	\$ 2,500	\$ 1,610
Leete Generators	Generator Inspection, Maintenance, and Repair Services	\$ 3,539	\$ 2,716
Masabi LLC	SMART's Mobile Ticketing Application and Technical Support Services	\$ 64,572	\$ 36,750
Mike Brown Electric Co.	9th Street Vehicle Detection Loop Replacement	\$ 16,110	\$ 16,110
Mission Linen Supply	Rental and Laundering of Uniforms	\$ 17,112	\$ 9,765
Modern Railway Systems	TDX & Communication System Monitoring and Maintenance	\$ 94,679	\$ 54,456
Modern Railway Systems	Passenger Information Display Real Time Signage, Software, and Ongoing Support	\$ 28,997	\$ 28,997
Modern Railway Systems	Design and Construction of the Windsor Extension Systems	\$ 103,322	\$ 103,321
Mountain F Enterprises, Inc.	On Call Tree Trimming, Removal, and Arborist Services.	\$ 6,540	\$ 6,540
MuniServices, LLC.	Sales and Use Tax Recovery Services	\$ 40,000	\$ 13,317
Nelson Connects	Temporary Staffing Services	\$ 50,866	\$ 36,178
Netspeed LLC	Avaya Phone System Support Services	\$ 14,400	\$ 10,800
Nick Barbieri Trucking, LLC	Supply and Delivery of Diesel Fuel and Diesel Exhaust Fluid	\$ 1,100,000	\$ 1,017,302
Nossaman LLP	Legal Services Regarding Rail Transit Issues	\$ 1,505,000	\$ 753,669
Occupational Health Centers of CA, A Medical Corp.	DOT & FRA Regulated Pre-Employment & Recertification Screenings	\$ 25,000	\$ 12,419
Olson Remcho LLP	Legal Advisory Services on Ordinances and Retail Sales and Use Tax	\$ 5,000	\$ 4,277
Parodi Investigative Solutions	Pre-Employment Investigation and Background Screening	\$ 25,000	\$ 15,800
Peterson Mechanical, Inc	Emergency Maintenance on HVAC Equipment at SMART HQ Server Room	\$ 2,880	\$ -
PFM Financial Advisors, LLC	Financial Advisory Services	\$ 5,000	\$ -
Pitney Bowes, Inc.	Lease of Postage Meter Machine and Postage Fees	\$ 5,800	\$ 5,135
Pivotal Vision	PivotalSenseAI System Software License and Maintenance Program	\$ 2,300	\$ 2,300
Portola Systems, Inc.	Management, Maintenance, and Configuration Support of the SMART Station Network.	\$ 270,615	\$ 235,855
Precision Wireless Service	Land Mobile Radio System Technical Support and Maintenance Services	\$ 31,500	\$ 12,988
Rail Industries Canada Inc.	Portable Digital Wheel Profilometer System, Training, and Technical Support Services	\$ 94,556	\$ -
RSE Corporation	On-Call Civil Engineering, Design, and Land Surveying Services	\$ 242,300	\$ 33,061
Ryan Dunnigan	Pre-Employment, Post Incident, and Return-to-Duty Psychological Evaluations	\$ 24,000	\$ 21,893
Sierra-Cedar Group Holdings, LLC dba Sierra-Cedar, LLC	Oracle Enterprise Resources Planning Software Support Services	\$ 121,500	\$ 70,236
Sonic Telecom, LLC	Fiberoptic Backhaul Circuit between Rail Operation Center and Larkspur Station	\$ 21,000	\$ 16,152
Sperry Rail, Inc.	Rail Flaw Detection Services	\$ 8,877	\$ -
SPTJ Consulting	Administration Network Management, Monitoring, and Technical Support Services	\$ 218,781	\$ 130,221
Square Signs LLC dba Front Signs	SMART Pathway Wayfinding Sign Fabrication and Installation	\$ 50,660	\$ 50,660
Stacy and Witbeck/Herzog, A Joint Venture	Phase I Agreement: Preliminary Design and Engineering for the Healdsburg Extension	\$ 21,754,399	\$ 4,892,013
Stacy and Witbeck-Ghilotti Bros, A Joint Venture	Construction of Petaluma North Station, Grade Crossing Reconstruction, and Soco Pathway	\$ 72,923	\$ 72,923
Stephanie L. Van Houten	Substance Abuse Professional Services and Drug and Alcohol Counselor Services	\$ 3,334	\$ -
Sue R. Evans	Title Investigation Services	\$ 20,000	\$ 11,018
The Routing Company	Microtransit Software Application Design, Implementation, and Ongoing Support	\$ 17,263	\$ 11,508
Toshiba America Business Solutions	Lease and Maintenance Agreement of SMART Multi-Function Copy Machines	\$ 40,485	\$ 31,922
Triangle Land Restoration	Riparian Mitigation Implementation and Monitoring Project for Segments 1 & 2 of the SMART Pathway	\$ 28,915	\$ 21,896
Triangle Land Restoration	Riparian Mitigation Implementation and Maintenance Project at Windsor Creek	\$ 30,360	\$ 19,829
Triangle Land Restoration	Riparian Mitigation Implementation and Maintenance Project at Helen Putnam Regional Park	\$ 98,976	\$ 98,976
Triangle Land Restoration	Riparian Enhancement Project at Crane Creek Regional Park	\$ 384,680	\$ 384,369
Urban Transportation Associates, Inc.	Automatic Passenger Counter System and Ongoing Technical Support	\$ 12,860	\$ 12,380
Van Scoyoc Associates, Inc.	Federal Legislative Advocacy Services	\$ 60,000	\$ 35,000
Web Master Designs, LLC	As-needed monitoring, management and support services for SMART's public facing websites	\$ 5,214	\$ 1,304
Web Master Designs, LLC	As-Needed Website Support Services	\$ 938	\$ 938

Contractor	Scope	FY 25/26 Encumbered	FY 25/26 Actuals
WRA, Inc.	On-Call Environmental Consulting Support Services	\$ 2,245,316	\$ 847,997
	TOTAL	\$ 34,228,565	\$ 11,420,309
FREIGHT RAIL			
Contractor	Scope	FY 25/26 Encumbered	FY 25/26 Actuals
American Rail Engineers Corporation DBA Airshark	Railroad Bridge Inspections, Bridge Engineering, and Related Services	\$ 55,000	\$ 40,207
County of Marin	Grandview Avenue Grade Crossing Paving Project	\$ 140,218	\$ 140,218
County of Sonoma	Non-Revenue Fleet Maintenance and Repair Services	\$ 9,544	\$ 6,247
Dida, Inc. dba Wine Country Sanitary	Portable Restroom Rental and Service for Freight Depot	\$ 2,400	\$ 1,772
Freight Tracking Software	Railcar Transportation Application Software and Support	\$ 6,000	\$ 2,855
GATX Rail Locomotive Group, LLC	Lease of Freight Locomotive 1501	\$ 53,905	\$ 41,489
Hue & Cry, Inc	Alarm Monitoring and Notification Services at Freight Depot	\$ 1,000	\$ 746
Lambertus J Verstegen DBA South West Locomotive Repair	As-Needed Freight Locomotive Maintenance and Repair Services	\$ 12,652	\$ 12,652
Mickco, Inc	45G Tax Credit Advisory and Assignment Services	\$ 15,718	\$ 15,718
Nick Barbieri Trucking, LLC	Supply and Delivery of Diesel Fuel and Diesel Exhaust Fluid	\$ 75,000	\$ 35,704
Quality Sprayers, Inc.	On-track and Off-track Vegetation Control Services	\$ 52,000	\$ -
RailWorks Partners LP	Brazos Railroad Timber Bridge Repairs - Phase II Project	\$ 604,235	\$ 523,234
Stacy and Witbeck, Inc.	Emergency Hwy 37 At-Grade Crossing Panel Repair	\$ 100,000	\$ 14,906
Summit Signal, Inc.	Emergency Black Point Bridge Center Wedge Repair	\$ 135,141	\$ 45,966
Summit Signal, Inc.	Inspections, Testing, and Routine Maintenance services for Railroad Signal Equipment along SMART's Fre	\$ 100,230	\$ 64,490
Summit Signal, Inc.	Emergency Call-Out Maintenance Services for Signal Equipment	\$ 18,823	\$ 16,748
	TOTAL	\$ 1,381,866	\$ 962,953

Actuals-To-Date include invoices that have been matched to a Purchase Order but may not have been paid as of 1/31/2025



DATE: March 25, 2026
TO Citizens Oversight Committee Member
FROM: Heather McKillop, Chief Financial Officer
SUBJECT: Introduction to the Fiscal Year 2026/2027 Budget and Timeline

RECOMMENDATION: Discussion Item

SMART has begun the process to develop our Fiscal Year 2026/2027 Annual Budget. At the meeting, I will share the foundation of the budget preparation process and some preliminary assumptions. The budget timeline is provided below.

Activity	Date
COC Presentation	03/25/2026
Draft Budget Presentation – SMART Board of Director’s Workshop	05/06/2026
Release of Draft Budget to the public for comment	05/08/2026
Draft Budget Presentation – SMART Board of Directors	05/20/2026
Draft Budget Presentation – COC for comment	05/27/2026
Public Comment deadline	05/29/2026
Adoption of Final Budget – SMART Board of Directors	06/17/2026

Dates are subject to change.



DATE: March 25, 2026

TO: Citizens Oversight Committee Members

FROM: Zoe Unruh, Planning Manager

SUBJECT: Marin-Sonoma Coordinated Transit Service Plan (MASCOTS) Update

RECOMMENDATION: Discussion Item

SUMMARY:

The introduction of SMART train service, and the evolving post-pandemic transit market prompted a multi-agency coordinated service planning effort to determine the future of transit service in the US 101 corridor in Marin and Sonoma Counties, known as the Marin-Sonoma Coordinated Transit Service Plan (MASCOTS). MASCOTS is a collaborative planning effort to comprehensively analyze transit service in the Highway 101 corridor, including areas of overlapping or duplicative regional transit service, areas of underserved demand, and connections between services.

The MASCOTS plan was designed as a three-phase process to understand current conditions, develop solutions to address opportunities, and document impacts of alternatives. In Summer 2025, the recommendations from the MASCOTS plan were presented to the Board of Directors, and in September 2025 the plan was presented to SMART's Citizens Oversight Committee (Attachment 1). The MASCOTS effort is now transitioning into implementation. The service changes recommended through the MASCOTS Plan will go into effect on April 12th. SMART service changes constitute a 19% increase in trips, and include:

Weekday Service

- Increase from 42 to 48 trips (14% increase)
- Span of service increased from 4:30am – 10:00pm to 4:00am – 11:15pm
- Elimination of midday maintenance of way service window
- Trips added to fill midday and PM peak hour gaps, and offer later service
 - Consistent 32 – 64-minute frequency all day

Weekend Service

- Increase from 16 to 24 trips (50% increase)
- Span of service increased from 7:00am – 9:00pm to 7:00am – 11:00pm
- Increase in frequency to 64-96 minutes

Background

The MASCOTS Plan is a coordinates and comprehensive structural analysis of transit service in the Highway 101 corridor. The purpose of this effort is to improve service efficiency, effectiveness, and legibility along Highway 101 corridor to better serve existing and future transit customers. The MASCOTS assessment of existing ridership patterns, overlapping or duplicative service through the 101 corridor, underserved demand, and connections between services concluded that SMART has replaced Golden Gate Transit Route 101 as the predominant passenger choice for regional trips between Sonoma and Marin, transit routes on Highway 101 in southern Marin need to be streamlined, 70 percent of Sonoma and Marin travel to San Francisco originates in San Rafael or further south, and there is a need for local services to make stronger and more direct connections to SMART. The MASCOTS service recommendations are designed to achieve a more legible network, better regional connections, and more frequency on key corridors. The proposed service changes will reinvest service hours where higher demand exists, improve the efficiency of existing resources, and is anticipated to result in increased ridership.

Next Steps

The MASCOTS service changes going into effect on April 12, 2026 are part of a three-year pilot, starting in Spring 2026, with regular evaluation milestones to ensure it meets the intended goals and continues to be financially feasible.

ATTACHMENT: 1.) September 2025 COC MASCOTS Memo



DATE: September 24, 2025

TO: Citizens Oversight Committee Members

FROM: Emily Betts, Planning Manager

SUBJECT: Marin-Sonoma Coordinated Transit Service Plan (MASCOTS) Update

RECOMMENDATION: Discussion Item

SUMMARY:

The introduction of SMART train service, and the evolving post-pandemic transit market prompted a multi-agency coordinated service planning effort to determine the future of transit service in the US 101 corridor in Marin and Sonoma Counties, known as the Marin-Sonoma Coordinated Transit Service Plan (MASCOTS). MASCOTS is a collaborative planning effort to comprehensively analyze transit service in the Highway 101 corridor, including areas of overlapping or duplicative regional transit service, areas of underserved demand, and connections between services.

Developed through a three-phase process to understand current conditions, develop solutions to address opportunities, and document impacts of alternatives, the following high-level recommendations are included in the plan:

SMART and Golden Gate Transit Route 101:

- Truncate Route 101 in Novato, and increase frequency between San Rafael and San Francisco
- Increase SMART frequency and span of service to ensure high-quality transit is available between Sonoma and Marin Counties when Route 101 is shortened

Southern Marin Bus Service:

- Streamline routes between San Rafael, Marin City, Sausalito, and San Francisco

Local Bus Connections to SMART:

- Improve strong, direct connections to SMART by Petaluma Transit, Santa Rosa CityBus, Sonoma County Transit, and Marin Transit

GGT Commute Routes in Sonoma:

- Combine into a single alignment with improved frequency, and restrict San Francisco local travel to reduce travel time

GGT Route 580 in San Rafael:

- Follow 580X alignment to improve travel time; 580 and 580X would continue to differ in the East Bay.

Background

Transit operators in Sonoma and Marin counties form a unique sub-region and have a history of coordinating transit service, fares, marketing, bus stops, and schedules to improve the network of transit services in the area. Regional services are operated by Golden Gate Transit Bus (GGBHTD), Golden Gate Transit Ferry (GGBHTD), Sonoma-Marín Area Rail Transit (SMART), and are complemented with local transit services provided by Sonoma County Transit, Santa Rosa CityBus, Petaluma Transit, and Marin Transit.

These six agencies have a history of coordinating fares, marketing, bus stops, and schedules to improve the network of transit services in the area. However, transit service planning in the Sonoma-Marín region has historically been done by each agency independently for their service area with agencies responding as possible to changes in other agencies' schedules. With the introduction of SMART service in 2017 and subsequent expansion, and the evolving post-pandemic transit market, the need has risen for a comprehensive evaluation of service along the US 101 corridor in Marin and Sonoma counties.

In 2023, catalyzed by Golden Gate Bridge Highway and Transportation District's (GGBHTD) strategic planning process, transit operators and transportation agencies kickstarted an ongoing coordination process, consisting of a service planning project called the Marin Sonoma Coordinated Transit Service (MASCOTS) Plan, a regular marketing coordination meeting, financial coordination meetings, and a monthly meeting of General Managers and Executive Directors. Participating agencies are Marin Transit, GGBHTD, SMART, Santa Rosa CityBus, Petaluma Transit, Sonoma County Transit, Transportation Authority of Marin (TAM), Sonoma County Transportation Authority (SCTA), and the Metropolitan Transportation Commission (MTC). MASCOTS is the first subregional transit analysis conducted under the guidelines of Regional Network Management, which came out of the Blue Ribbon Transit Recovery Task Force, established during the pandemic to further collaboration between the region's transit operators and the Metropolitan Transit Commission (MTC). These agencies committed to taking a fresh look at travel in the Highway 101 Corridor as if all the local bus, regional bus, ferry and rail services were operated by one entity focused on efficiently growing overall transit ridership in the Corridor utilizing existing resources.

The MASCOTS Plan is a comprehensive structural analysis of transit service in the Highway 101 corridor. The purpose of this effort is to improve service efficiency, effectiveness, and legibility along Highway 101 corridor to better serve existing and future transit customers. MASCOTS assesses existing ridership patterns, areas of overlapping or duplicative service, areas of underserved demand, and connections between services to meet the need/demands within the corridor.

Key findings from MASCOTS highlight that SMART has replaced Golden Gate Transit Route 101 as the predominant passenger choice for regional trips between Sonoma and Marin, transit routes on Highway 101 in southern Marin need to be streamlined, 70 percent of Sonoma and Marin travel to San Francisco originates in San Rafael or further south, and there is a need for local services to make stronger and more direct connections to SMART.

Regional transit recommendations include truncating Golden Gate Transit Route 101 service in Novato and increasing SMART frequency and span to ensure all-day high-quality transit between Sonoma and Marin counties.

The recommended service structure is for SMART to be the predominant Sonoma-Marin regional service provider, Golden Gate Transit to provide all-day express service from Marin to San Francisco, including frequent service connecting with SMART at San Rafael Transit Center, and peak period commute bus services from Sonoma and Marin counties direct to San Francisco. Golden Gate Ferry would continue to provide strong connections to/from SMART to connect riders to San Francisco. Sonoma County local transit service recommendations are for stronger and more direct connections to SMART. Marin Transit service recommendations are to provide local service along Highway 101 and connections to regional SMART, Ferry, and Golden Gate Transit services.

Service recommendations are designed to achieve a more legible network, better regional connections, and more frequency on key corridors. The proposed service changes will reinvest service hours where higher demand exists, improve the efficiency of existing resources, and is anticipated to result in increased ridership. MASCOTS service changes are intended to be implemented through a three-year pilot, starting in Spring 2026, with regular evaluation milestones to ensure it meets the intended goals and continues to be financially feasible.

Recommended SMART service changes constitute a 19% increase in trips, and include:

Weekday Service

- Increase from 42 to 48 trips (14% increase)
- Span of service increased from 4:30am – 10:00pm to 4:00am – 11:15pm
- Elimination of midday maintenance of way service window
- Trips added to fill midday and PM peak hour gaps, and offer later service
- Consistent 32 – 64-minute frequency all day

Weekend Service

- Increase from 16 to 24 trips (50% increase)
- Span of service increased from 7:00am – 9:00pm to 7:00am – 11:00pm
- Increase in frequency to 64-96 minutes.

MASCOTS Plan is being presented to various boards and committees from late June through October, and an engagement campaign surveyed current and potential transit riders throughout in Julye and August. Any revisions to the plan will be included in a final document presented for adoption in October to the SMART Board of Directors.

FISCAL IMPACT

While the plan was designed to be revenue hour neutral, the recommended increases to SMART service are not cost neutral; estimated total cost for the 19% service increase is \$2.5M. The MASCOTS agencies have worked together to come up with a funding plan for the three-year pilot. The revenue hours shifts between counties and projected ridership changes will affect the shares that agencies receive through the coordinated claim formulas in each county. Funding shifts between agencies, along with additional contributions, will ensure that the package of changes is fully funded and all funding eligibilities and requirements are met.



DATE: March 18, 2026
TO Citizens Oversight Committee Member
FROM: Eddy Cumins, General Manager
SUBJECT: Review the Free-fare for Youth and Seniors Pilot Program

RECOMMENDATION: Review the Free-fare for Youth and Seniors Pilot Program

SUMMARY:

Since April 1, 2024, youth (ages 0-18) and seniors (over 65) have been fare-free on SMART. The intent of the program was to remove barriers for youth and senior riders, introduce more riders to the system, and better serve these population segments that were underrepresented among SMART's ridership base. Due to the success of the program, the SMART Board of Directors elected to extend free fares for youth and seniors through FY26. In preparation for the FY27 budget, it is important for the Board to direct staff regarding the future of this program.

Background

In 2024, the SMART Board of Directors approved a 15-month pilot program for free fares for youth and seniors on SMART, from April 2024 through June 2025. At the time of pilot adoption, it was estimated that the program would result in an estimated 25% increase in youth and senior riders and a 16% decrease in fare revenue.

Prior to the implementation of this program, youth and seniors made up 24% of SMART's ridership (14% youth/10% seniors). Since the program went into effect, 43% of SMART riders are estimated to fall into the category of youth and seniors (26% youth/17% senior). Over the same period (FY24-FY26), SMART experienced an overall increase in ridership of 65%, with the growth in senior and youth riders contributing to this growth as youth and senior ridership increased 195% and adult ridership increased 23% over this period. The dramatic difference between the youth and senior increase (195%), and the increase in adults (23%), suggests that removing the barrier of fare payment was the primary factor supporting this change. SMART has also observed an anecdotal increase in adult ridership due to adults accompanying youth and seniors on trips.

Throughout the program, SMART’s fare revenue has not decreased as originally anticipated, and instead has increased with the net gain in ridership. Fare revenue is up 16% when comparing FY26 projection to FY24, and the farebox recovery rate remains consistent at 6%.

Discussion:

To date, the fare-free program for youth and seniors has met the intended objectives of the pilot. Furthermore, the program did not have the anticipated negative impact on the farebox recovery rate. Continuation of the program in FY27 would likely result in maintaining the current youth and senior ridership levels and maintaining the current farebox recovery rate of 6%. Elimination of the program in FY27 would likely result in an increased farebox recovery rate but would potentially result in reduced ridership.

FISCAL IMPACT:

At this time, it is difficult to estimate the financial impact of the continuation or elimination of the free fare program, in part because SMART will also be implementing other ridership initiatives including the increased service with the MASCOTS schedule changes. If all youth and seniors who rode in FY26 paid half fare, and the elimination of the program did not lose any riders, the impact would be \$1,354,500. However, youth and senior ridership likely would not have increased as much without the free fare program. Absent the free fare program, youth and senior ridership would have likely increased similar to adult ridership. A 23% increase over FY24 in youth and senior ridership at half fare would be a fiscal impact of \$564,750.

	Scenario 1	Scenario 2
Scenario Parameters	Lower ridership growth consistent with adult ridership growth	Observed ridership observed in FY26 projection
Youth/senior ridership increase	23% above FY24	195% above FY24
Fare	Half price	Half price
Revenue impact	\$564,750	\$1,354,500

Sincerely,

/s/

Eddy Cumins General Manager

Attachment(s): None