



**BOARD OF DIRECTORS
REGULAR MEETING AGENDA
July 15, 2026 - 1:30 PM**

Members of the public who wish to attend in person may do so at:
5401 Old Redwood Highway, 1st Floor
Petaluma, CA 94954

The SMART Board of Directors will facilitate using a dual format with listening and participation available through Zoom and in-person. SMART provides several remote methods for viewing the SMART Board Meetings and providing Public Comment.

HOW TO WATCH THE LIVE MEETING USING THE ZOOM

<https://sonomamarintrain-org.zoom.us/j/85410509881?pwd=pButHwakIVNRUQA9u5YBDy0fHXFD2h.1>
Webinar ID: 854 1050 9881; Passcode: 971474

TELECONFERENCE

Members of the public wishing to participate via teleconference can do so by dialing in the following number the day of the meeting: (669) 900-9128; Access Code: 854 1050 9881; Passcode: 971474.

WATCH THE BOARD MEETING VIA LIVESTREAM

View the live broadcasts of Board meetings online at: <https://www.sonomamarintrain.org/meetings>
To view the meeting, select "View Event" at the time of the meeting.

HOW TO PROVIDE COMMENTS ON AGENDA ITEMS

Prior To Meeting: Technology limitations may limit the ability to receive verbal public comments during the meeting. If you wish to make a comment you are strongly encouraged to please submit your comment to Board@SonomaMarinTrain.org by 5:00 PM on Tuesday, July 14, 2026.

During the Meeting: The SMART Board Chair will open the floor for public comment during the Public Comment period on the agenda. Please check and test your computer settings so that your audio speaker and microphones are functioning. Speakers are asked to limit their comments to two (2) minutes. The amount of time allocated for comments during the meeting may vary at the Chairperson's discretion depending on the number of speakers and length of the agenda.



**BOARD OF DIRECTORS
REGULAR MEETING AGENDA
July 15, 2026 – 1:30 PM**

Members of the public who wish to attend in person may do so at:

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

1. Call to Order
2. Approval of the June 17, 2026 Board Meeting Minutes
3. Board Member Announcements
4. General Manager’s Report
5. Public Comment on Non-Agenda Items

Consent Calendar

- 6a. Receive Monthly Ridership Report – June 2026
- 6b. Receive Monthly Financial Status Report – May 2026
- 6c. Adopt Resolution No. 2026-19 declaring the results of the special election for Measure B and adopting the Measure.
- 6d. Approve Resolution 2026-20 delegating the Chief Financial Officer duties to the General Manager until a new Chief Financial Officer is appointed by the Board.
- 6e. Modification of effective date for the reclassification of a SMART position

Regular Calendar

7. Adopt Resolution No. 2026-21 to make various changes to the Fiscal Year 2025/2026 Adopted Budget - Amendment #12, *presented by Budget and Finance Manager, Claire Springer*
8. Adopt Resolution No. 2026-22 to make various changes to the Fiscal Year 2026/2027 Adopted Budget - Amendment #1, *presented by Budget and Finance Manager, Claire Springer*
9. Receive the Marin-Sonoma Coordinated Transit Service Plan (“MASCOTS”) Update, *presented by Planning Manager, Zoe Unruh*
10. Receive an update regarding outreach at the Geyserville Planning Committee and Geyserville Anderson Valley Municipal Advisory Council (“GAVMAC”) meetings, *presented by Planning Manager, Zoe Unruh.*

11. Next Board of Directors Meeting, August 19, 2026 – 1:30 PM – 5401 Old Redwood Highway, 1st Floor, Petaluma, CA 94954

12. Adjournment

ACCOMMODATIONS:

Public participation is solicited without regard to race, color, national origin, age, sex, gender identity, religion, disability or family status. Upon request, SMART will provide for written agenda materials in appropriate alternative formats, or make disability-related modification or other accommodation, to enable individuals to participate in and provide comments at/or related to public meetings. To request a modification, accommodation, service, or alternative format, please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, service, or alternative format requested at least two (2) days before the meeting. Requests may be submitted to the Clerk of the Board by email at board@sonomamarintrain.org or by phone at (707) 794-3330. Requests can also be made by mail to SMART, 5401 Old Redwood Highway, Suite 200, Petaluma, CA 94954 (must be received at least two days before the meeting). Requests will be granted whenever possible and resolved in favor of accessibility.



**BOARD OF DIRECTORS
REGULAR MEETING AGENDA**

June 17, 2026 - 1:30 PM

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

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

Chair Coursey called the meeting to order at 1:30pm. Vice Chair Sackett, Directors Cader Thompson, Jacobs, Kelley, Lucan and Pahre, were present. Directors Fleming, and Paulson arrived later. Directors Colin and Garbarino were absent. Director Rabbitt participated remotely requested remote participation to utilize SB707 Just Cause, Cal. Gov't Code sec. 54953.8.3 (c)(2).

Director Fleming arrived at 1:32PM

2. Approval of the May 20, 2026, Board Meeting Minutes [03:50 Minutes Mark on the Video Recording]

MOTION: Director Kelley moved approval of the May 20, 2026 Board Meeting Minutes as presented. Director Lucan seconded. The motion carried 9-0-3-0 with Directors Colin, Garbarino, and Paulson absent.

Public Comment

None

3. Board Member Announcements [06:50 Minutes Mark on the Video Recording]
This item was taken after Agenda Item 4, The Citizen's Oversight Committee Report

Vice Chair Sackett and Directors Rabbitt, Kelley, Jacobs, Lucan and Pahre spoke.

4. Citizens Oversight Committee Report, *presented by COC Chair Dani Sheehan-Meyer* [04:43 Minutes Mark on the Video Recording]

Director Paulson arrived at 1:40PM

Public Comment

None

5. General Manager's Report [10:52 Minutes Mark on the Video Recording]

General Manager Cumins provided a PowerPoint presentation, which is posted on SMART's website. Highlights include:

- Measure B
- Contracts and Procurements over \$100,000.
- Ridership Report
- Fireworks Service
- Employee Recognition
- Farewell to Heather McKillop

Chair Coursey and Directors Pahre, Paulson, Kelley and Fleming, spoke. Chief Financial Officer Heather McKillop responded to words of appreciation and shared thoughts of her time at SMART.

Public Comments

None

6. Public Comments on Non-Agenda Items [36:27 Minutes Mark on the Video Recording]

The following individual spoke under Public Comment:

- Susan Kirks
- Matthew Hartzell

Chair Coursey responded to Susan Kirks' comment

7. Consent [40:21 Minutes Mark on the Video Recording]

- 7a. Receive Monthly Ridership Report – May 2026
- 7b. Receive Monthly Financial Status Report – April 2026
- 7c. Authorize the General Manager to execute a contract with Nossaman LLP for Legal Services, Contract No. LS-PS-26-002
- 7d. Receive communications from Eide Bailey regarding the annual financial audit
- 7e. Determine there is a continued need for emergency repairs to the Black Point Bridge and approve Contract No. FR-BB-25-002
- 7f. Adopt Resolution 2026-15 modifying the Clipper Bay Pass Program and authorize the General Manager to execute Amendment No. 2

MOTION: Director Kelley moved approval of Consent Agenda, as presented. Director Cader Thompson seconded. The motion carried 10-0-2-0 with Directors Colin and Garbarino absent

8. Consideration of Addition of Geyserville Station and Request for Public Comment, *by Planning Manager, Zoe Unruh/Grants and Legislative Affairs Manager, Joanne Parker* [41:38 Minutes Mark on the Video Recording]

Chair Coursey and Directors Kelley, Paulson, Fleming and Lucan asked questions and were answered by Grants and Legislative Affairs Manager, Joanne Parker and General Manager, Eddy Cumins

Public Comments

Rick Coates

Matthew Hartzell

Directors Rabbitt and Kelley commented.

Information Item, no vote was taken.

9. Authorize the General Manager to Award Agreement No. FN-PS-26-003 with Graviton Consulting Services, LLC for Oracle ERP Software Technical Support Services, *presented by Chief Financial Officer, Heather McKillop* [01:04:22 Minutes Mark on the Video Recording]

Board Comments

None

Pubic Comment

None

MOTION: Director Sackett moved to approve a Authorize the General Manager to Award Agreement No. FN-PS-26-003 with Graviton Consulting Services, LLC for Oracle ERP Software Technical Support Services and was seconded by Director Paulson. The motion carried 10-0-2-0. With Directors Colin and Garbarino absent.

10. Adopt Resolution No. 2026-16 to make various changes to the Fiscal Year 2025/2026 Adopted Budget - Amendment #11, *presented by Chief Financial Officer, Heather McKillop* [01:08:03 Minutes Mark on the Video Recording]

Board Comments

None

Public Comments

None

MOTION: Director Pahre Moved to Adopt Resolution No. 2026-16 to make various changes to the Fiscal Year 2025/2026 Adopted Budget - Amendment #11 and was seconded by Directo Cader Thompson. The motion carried 10-0-2-0 with Directors Colin and Garbarino absent.

11. Receive the Quality of Life and Economic Impact Assessment, *presented by Planning Manager, Zoe Unruh* [1:10:33 Minutes Mark on the Video Recording]

Board Comments

Chair Coursey, Vice Chair Sackett and Directors Paulson, Kelley, Cader Thompson and Pahre asked questions.

Planning Manager Zoe Unruh and General Manager responded

Public Comments

None

Information item. No vote was taken.

12. Adopt the Fiscal Year 2027 Annual Budget Appropriation Limit/Investment Policy, *presented by Chief Financial Officer, Heather McKillop* [1:57:14 Minutes Mark on the Video Recording]

Board Comments

Directors Cader Thompson and Pahre spoke and was responded to by Chief Financial Officer, Heather McKillop

Director Paulson left the meeting at 3:16PM

Public Comments

None

MOTION: Director Cader Thompson moved to Adopt the Fiscal Year 2027 Annual Budget Appropriation Limit/Investment Policy, as presented. Director Jacobs seconded and the motion carried 9-0-3-0 with Directors Colin, Garbarino and Paulson absent.

13. Next Board of Directors Meeting, July 15, **2026 – 1:30 PM** – 5401 Old Redwood Highway, 1st Floor, Petaluma, CA 94954
14. Adjournment – Meeting adjourned at 3:28 PM

Respectfully submitted,

Kyrene Jorgensen
Clerk of the Board

Approved on:



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

P: 707-794-3330
F: 707-794-3037
W: www.SonomaMarinTrain.org

BOARD OF DIRECTORS

Chris Coursey, Chair
Sonoma County Board of Supervisors

Mary Sackett, Vice Chair
Marin County Board of Supervisors

Janice Cader Thompson
Sonoma County Mayors' and
Councilmembers Association

Kate Colin
Transportation Authority of Marin

Victoria Fleming
Sonoma County Mayors' and
Councilmembers Association

Patty Garbarino
Golden Gate Bridge,
Highway/Transportation District

Ariel Kelley
Sonoma County Mayors' and
Councilmembers Association

Eric Lucan
Marin County Board of Supervisors

Kevin Jacobs
Transportation Authority of Marin

Barbara Pahre
Golden Gate Bridge,
Highway/Transportation District

Gabe Paulson
Marin County Council of Mayors and
Councilmembers

David Rabbitt
Sonoma County Board of Supervisors

GENERAL MANAGER

Eddy Cumins

July 15, 2026

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

SUBJECT: June 2026 Monthly Ridership Report

Dear Board Members:

RECOMMENDATIONS:

Receive the June 2026 Monthly Ridership Report

SUMMARY:

We are presenting the monthly ridership report for activity for the month of June 2026. This report shows trends in ridership for SMART by tracking Total riders, Average Weekday riders, and Average Saturday riders, Average Sunday/Holiday riders, as well as bicycles and mobility devices on board the trains. The report also includes total users counted on the SMART Pathway for the month, and total riders on the SMART Connect shuttles.

With the transition to the Automatic Passenger Counter (APC) in October 2022, SMART has a highly accurate method of tracking boardings and alightings at stations that does not depend on manual counts by the conductors. The APC system has been tested and validated at a 99% accuracy level and has been certified for passenger count use by the Federal Transit Administration (FTA); the system was revalidated and recertified by FTA in June 2025. Both APC-based ridership and fare-based collection rider counts are shown in the attached report to give a full picture of ridership. APC-based ridership captures all riders, including riders with passes who neglect to tag on or off, riders who fail to activate their mobile app tickets, as well as free-fare riders.

This report compares the most recent month to the same month during the prior year, as is standard industry practice for tracking trends over time. These reports also note relevant details associated with fare program discount usage and trends in riders bringing bicycles onboard as well as riders who use mobility devices.

SMART's ridership data through June 2026 is posted on the SMART website (<https://sonomamarintrain.org/RidershipReports>).

FISCAL IMPACT:

None.

Sincerely,

/s/
Zoe Unruh
Planning Manager

Attachment: 1.) Monthly Ridership Report – June 2026

JUNE 2026 SMART RIDERSHIP REPORT

SMART Ridership Report
Board of Directors,
July 15, 2026

June 2026 saw an increase in ridership from the previous month, with average weekday ridership at 5,481, up 2% from May and up 21% over June 2025. Compared to the prior month, Average Saturday ridership decreased by 5% and average Sunday ridership increased by 5%. Average Saturday and Sunday ridership increased 25% and 33%, respectively, compared to June 2025. Total monthly ridership was 149,987 up 24% over June 2025 and 169% over June 2019 (pre-COVID).

As background, SMART modified services in March 2020 due to the COVID-19 pandemic, with weekend service annulled and weekday service reduced to 16 trips. In May 2021, SMART added back 10 weekday trips. Saturday service was restored in May 2021, and Sunday service in May 2022. In June 2022, SMART added 10 additional weekday trips, and in November 2022, SMART added 2 additional midday trips, for a schedule of 38 trips per weekday. In May 2023, SMART added two evening trips on Friday and Saturday, known as the Starlighter. In November 2023, SMART suspended the Starlighter service but increased weekend service, running 16 trips total on both Saturday and Sunday. In August 2024, SMART added two additional round trips for a total of 42 trips each weekday. In late May 2025, SMART began running service to Windsor Station. On April 12, 2026 SMART increased service as part of the implementation of the Marin and Sonoma Coordinated Transit Service Plan (MASCOTS), and added three additional weekday round trips and four additional weekend roundtrips for a total of 48 trips each weekday and 24 trips on both Saturday and Sunday.

The tables below present data for June 2025 and 2026 year-over-year, and the Fiscal Year to date (July-June). Ridership for the fiscal year to date is 31% over the same time period in FY25.

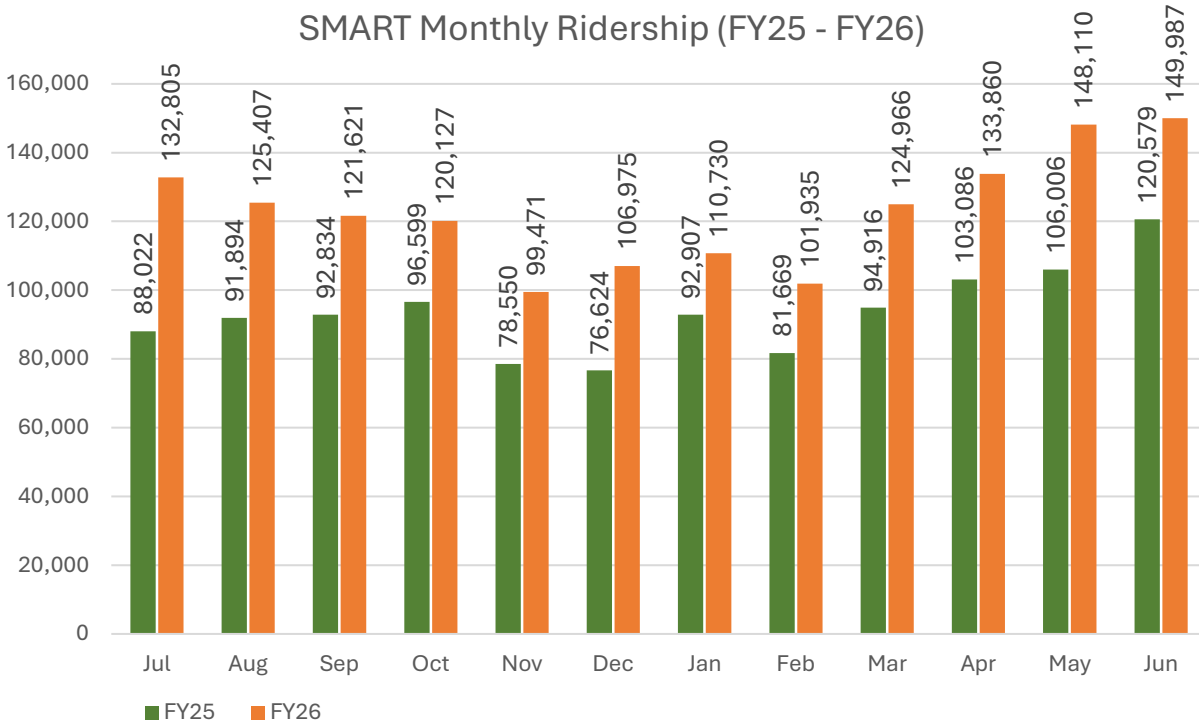
MONTHLY TOTALS YEAR-OVER-YEAR	JUNE 2025	JUNE 2026	% Change
Ridership	120,579	149,987	24%
Fare-based Ridership (Clipper + App Only)	60,260	69,630	16%
Average Weekday Ridership	4,529	5,481	21%
Average Saturday Ridership	3,046	3,814	25%
Average Sunday Ridership	2,659	3,538	33%
Bicycles	15,087	19,159	27%
Mobility Devices	418	431	3%

JUNE 2026 SMART RIDERSHIP REPORT

SMART Ridership Report
Board of Directors,
July 15, 2026

FISCAL YEAR (Jul - Jun)	Fiscal Year 2025	Fiscal Year 2026	% Change
Ridership	1,123,686	1,475,994	31%
Fare-based Ridership (Clipper + App Only)	591,715	708,626	20%
Average Weekday Ridership	3,616	4,687	30%
Average Saturday Ridership	2,178	2,964	36%
Average Sunday Ridership	1,841	2,464	34%
Bicycles	146,898	182,091	24%
Mobility Devices	2,915	3,968	36%

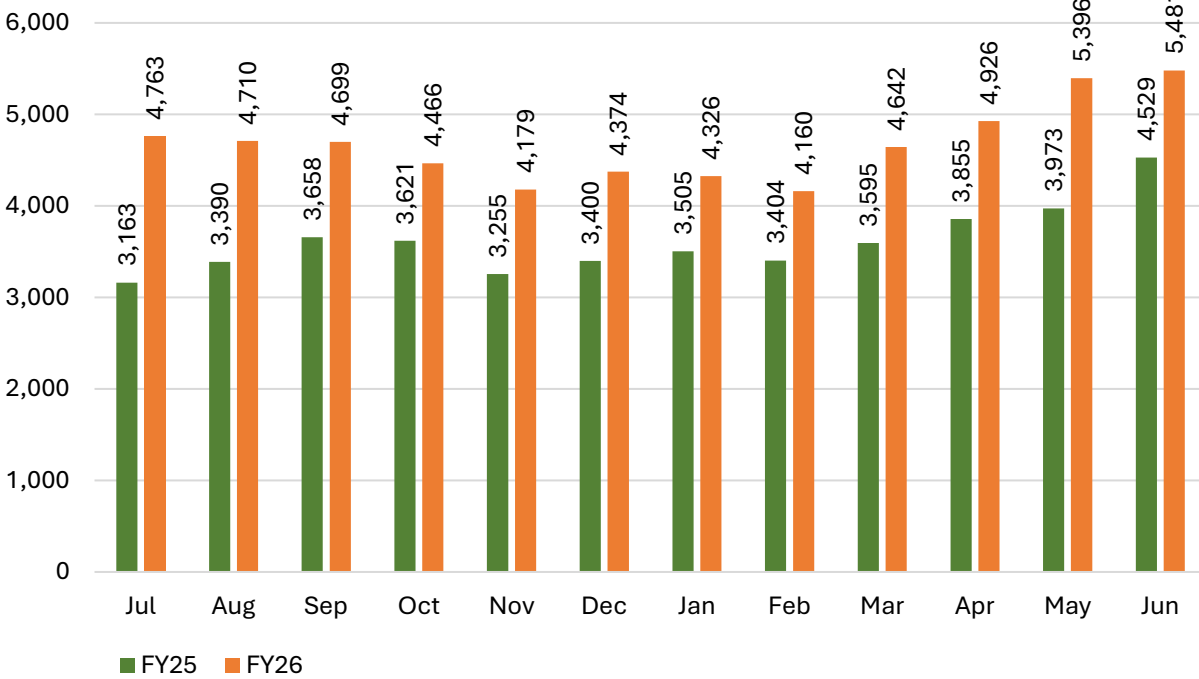
The following charts compare the average weekday ridership, average weekend ridership, and monthly totals for FY25-FY26.



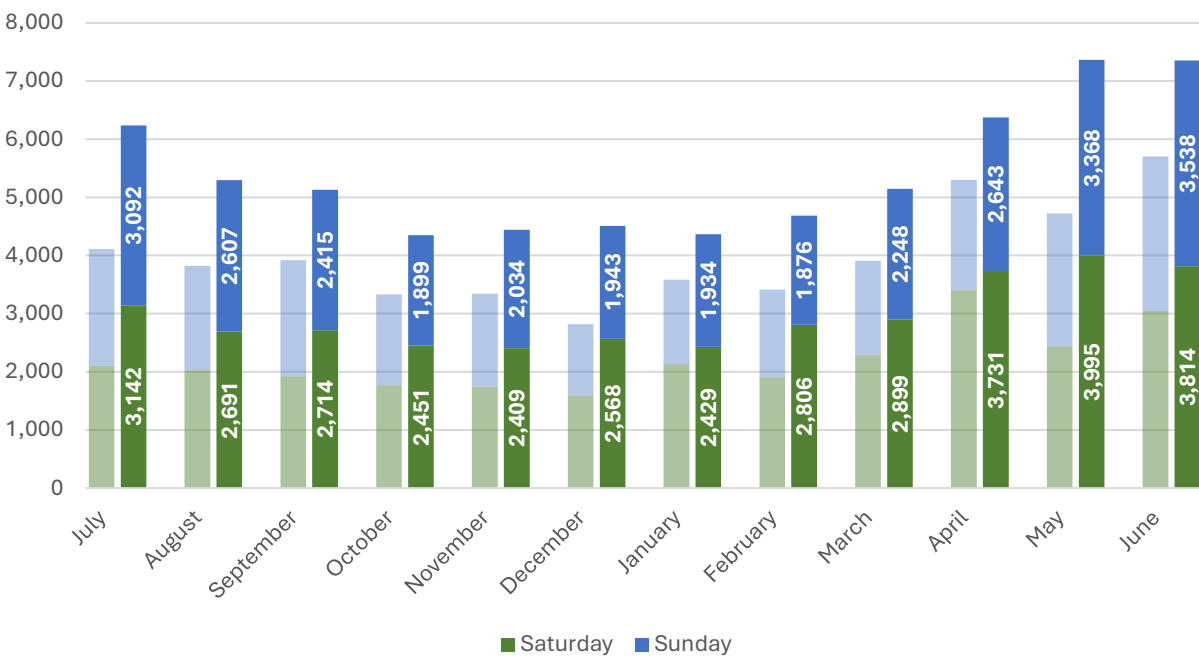
JUNE 2026 SMART RIDERSHIP REPORT

SMART Ridership Report
Board of Directors,
July 15, 2026

SMART Average Weekday Ridership (FY25 - FY26)



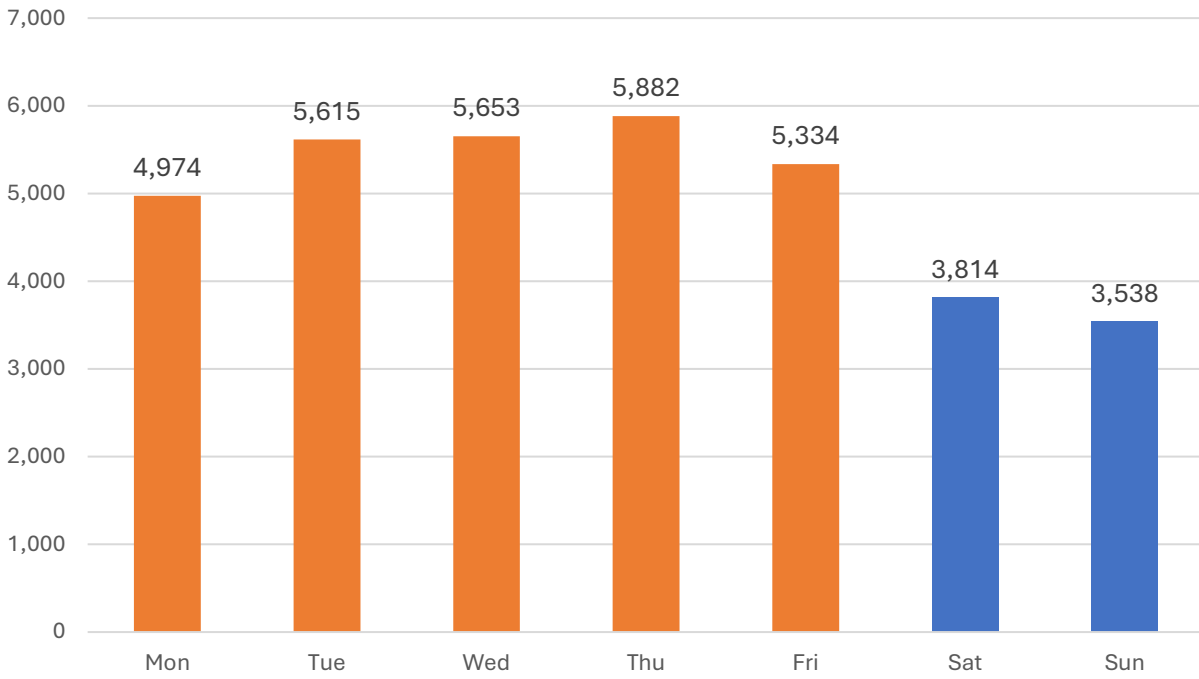
SMART Average Weekend Boardings (FY25 - FY26)



JUNE 2026 SMART RIDERSHIP REPORT

SMART Ridership Report
Board of Directors,
July 15, 2026

Average Boardings by Day of Week (June 2026)



JUNE 2026 SMART RIDERSHIP REPORT

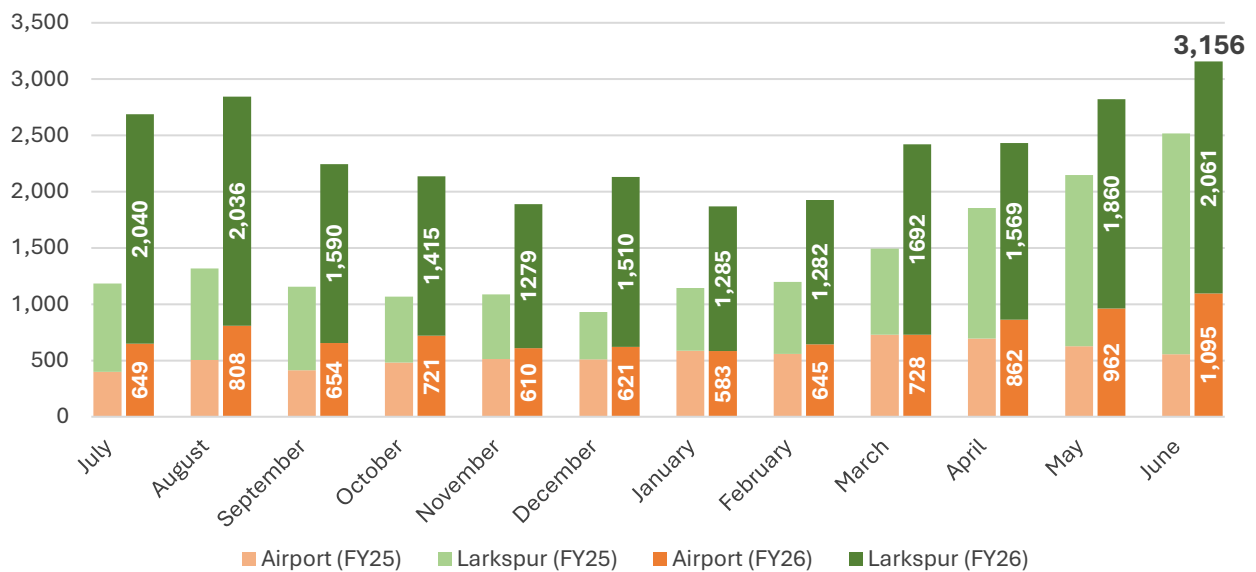
SMART Ridership Report
Board of Directors,
July 15, 2026

SMART Connect Program

SMART currently operates two on-demand shuttles, SMART Connect Airport and SMART Connect Larkspur. SMART Connect Airport, launched in June 2023, serves the SMART Sonoma County Airport station, the Charles M. Schultz Sonoma County Airport, and the surrounding area. SMART Connect Larkspur, launched in June 2024, serves the SMART Larkspur station, the Golden Gate Larkspur Ferry Terminal, and the surrounding Larkspur Landing area. The goal of the SMART Connect program is to facilitate first-and-last mile connections from SMART stations through the provision of a reliable on-demand shuttle that SMART riders can use for transit transfers, work and school commutes, and other destinations. SMART Connect uses microtransit software from The Routing Company called Ride Pingo, which allows users to pre-book trips or book a ride on-demand. Riders can also book by phone or walk-on, space available. In April 2025, Connect Shuttle service hours at Larkspur were expanded from 4 to 7 days per week; both shuttle locations now offer daily service.

Total June monthly ridership for the SMART Connect program was 3,156 riders.

SMART Connect Ridership (FY25-FY26)



JUNE 2026 SMART RIDERSHIP REPORT

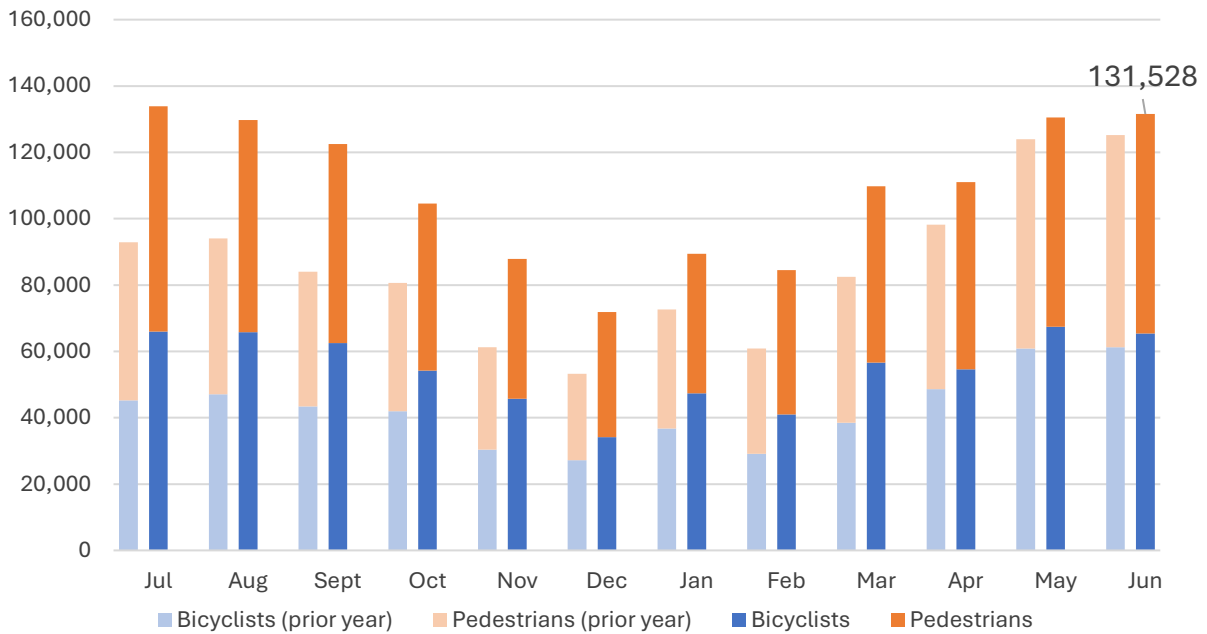
SMART Ridership Report
Board of Directors,
July 15, 2026

SMART Pathway

As of May 2025, SMART has installed 14 counters on the Pathway, with six in Marin County and eight in Sonoma County. The counters differentiate between bicycles and pedestrians, and track data by time of day and day of the week. The counters cannot distinguish between unique users, but based on the estimated average trip length of 3 miles, and the average spacing between counters of 3.7 miles, the counts are considered an accurate estimate of monthly pathway usage. As additional pathway segments are constructed, counters will be placed on those segments to measure pathway usage. To date, count data has shown a fairly even split between pedestrians and bicyclists.

In June 2026, SMART counted 131,528 users on the pathway, an increase of 5% compared to the same month in the prior year.

Monthly Pathway Counts (July 2024-June 2026)





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GENERAL MANAGER

Eddy Cumins

July 15, 2026

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

SUBJECT: May 2026 Monthly Financial Report

Dear Board Members:

RECOMMENDATIONS:

Receive Monthly Financial Status Report – May 2026

SUMMARY:

This report provides information for the first eleven months of Fiscal Year (FY) 2026, including details on the Board Adopted Budget through Budget Amendment #10. 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 eleven months of FY 2026 (July - May). 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. Sales and Use taxes are still expected to be slightly above the forecast for FY 2026 by approximately \$500,000 and fare revenues have already exceeded forecasts by 3%.

The report further outlines the approved budget, actual expenses, and remaining budget balance. Please note that expenses may not occur evenly throughout the fiscal year; many significant costs are incurred at specific intervals. Even though we haven't collected as much revenue as anticipated. Most of that revenue is tied to specific projects and we receive funds on a reimbursement basis. If the projects have not incurred the costs, we cannot bill the grant for them. As of this reporting period total revenues equal \$50,621,881 and total expenditures equal \$51,732,314 for a difference of (\$1,110,433). 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/
Claire Springer
Budget and Finance Manager

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



MONTHLY FINANCIAL STATUS

May 2026

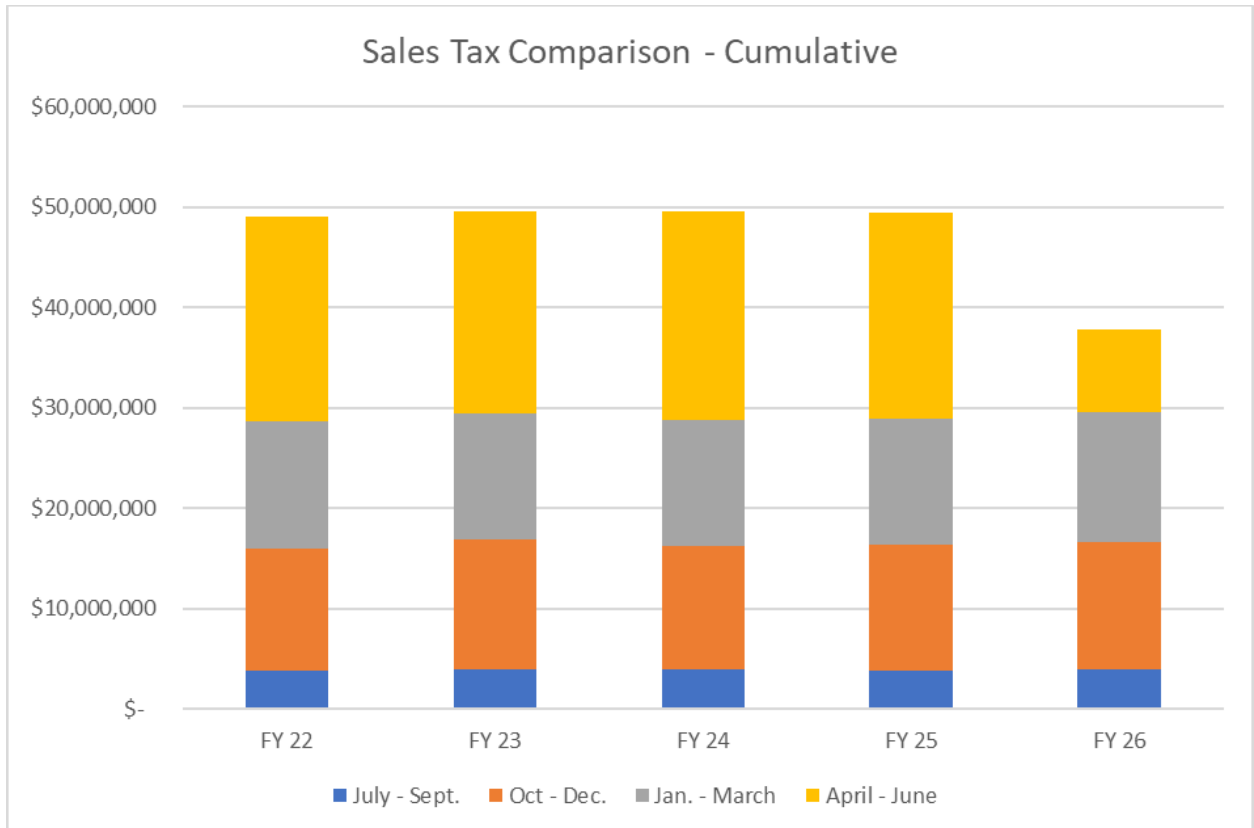
PASSENGER REVENUES

	FY 2026 Approved Budget and Amendments #1-#9	Actual	Amount Over/ (Under) Budget	% Over/(Under) Budget	% of FY Remaining
Sales & Use Tax	\$48,300,300	\$37,752,625	-\$10,547,675	-22%	8%
Sales Tax Collection Fees	-\$839,870	-\$619,150	\$220,720	-26%	8%
Federal Funds	\$7,349,744	\$4,076,406	-\$3,273,338	-45%	8%
State Grants	\$34,469,991	\$3,029,226	-\$31,440,765	-91%	8%
Passenger Fares	\$2,541,000	\$2,608,885	\$67,885	3%	8%
Shuttle Fares	\$8,000	\$11,064	\$3,064	38%	8%
Parking Fees	\$17,580	\$63,369	\$45,789	260%	8%
Interest & Lease Revenue	\$1,294,025	\$2,598,565	\$1,304,540	101%	8%
Misc./ Other Revenues	\$343,736	\$413,448	\$69,712	20%	8%
Other Governments	\$2,278,585	\$687,443	-\$1,591,142	-70%	8%
Total	\$95,763,091	\$50,621,881	-\$45,141,210	-47%	8%

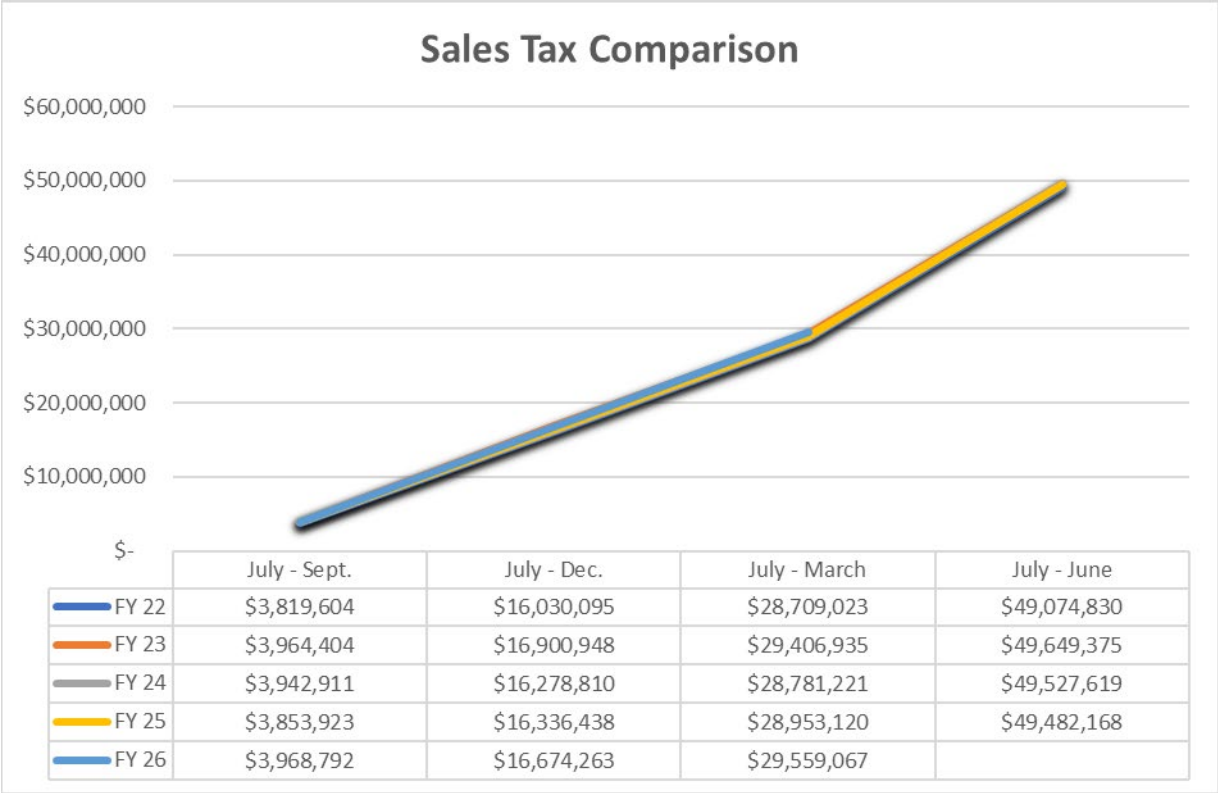
**Measure Q Sales Tax
Fiscal Year (FY) 2026**

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	\$12,884,804	\$8,193,558
Difference	\$104,768	\$630,000	\$326,726	-\$11,609,565

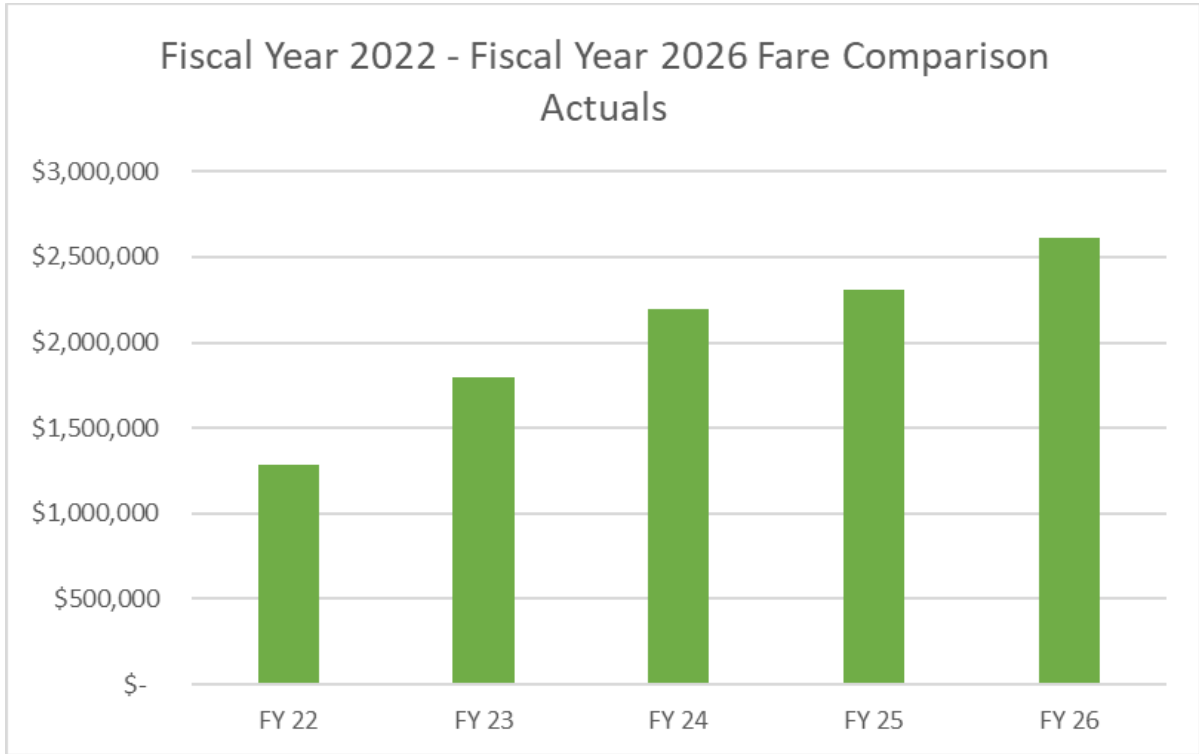
**Fiscal Year 2022-2026 Net Sales Tax Comparison
(by Quarter)**



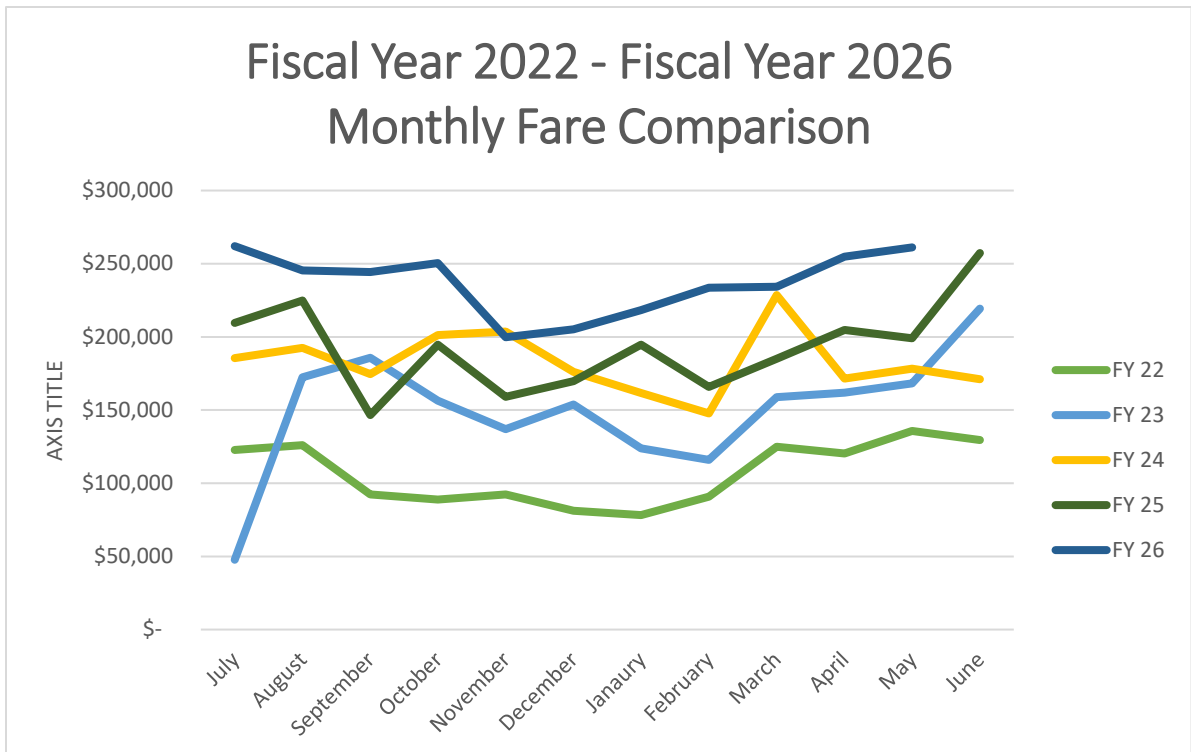
Fiscal Year 2022-2026 Cumulative Sales Tax Comparison



Fiscal Year 2022-2026 Fare Revenue Comparison



Fiscal Year 2022-2026 Monthly Fare Revenue Comparison



PASSENGER EXPENSES

	FY 2025-26 Approved Budget and Amendments #1-#9	Actual	Amount Over / (Under) Budget	% Over/(Under) Budget	% of FY Remaining
Administration					
Salaries & Benefits	\$7,521,481	\$6,482,912	-\$1,038,569	-14%	8%
Services & Supplies	\$12,844,183	\$8,492,754	-\$4,351,429	-34%	8%
Administration Total	\$20,365,664	\$14,975,666	-\$5,389,998	-26%	8%
Operations					
Salaries & Benefits	\$22,096,215	\$18,265,566	-\$3,830,649	-17%	8%
Services & Supplies	\$7,402,015	\$4,334,987	-\$3,067,028	-41%	8%
Operations Total	\$29,498,230	\$22,600,553	-\$9,453,960	-23%	8%
Engineering					
Salaries & Benefits	\$401,482	\$932,455	\$530,973	132%	8%
Services & Supplies	\$5,026,543	\$1,870,528	-\$3,156,015	-63%	8%
Engineering Total	\$5,428,025	\$2,802,983	-\$2,625,042	-48%	8%
Capitalized Expenses					
Facilities	\$26,092,718	\$10,792,438	-\$15,300,280	-59%	8%
Infrastructure	\$213,786	\$16,662	-\$197,124	-92%	8%
Equipment	\$3,515,948	\$335,675	-\$3,180,273	-90%	8%
Nonrevenue Vehicles	\$752,000	\$208,337	-\$543,663	-72%	8%
Capitalized Expenses Total	\$30,574,452	\$11,353,112	-\$19,221,340	-63%	8%
Total All Expenses	\$85,866,371	\$51,732,314	-\$34,134,057	-40%	8%

FREIGHT REVENUES

	FY 2026 Approved Budget and Amendments #1-#9	Actual	Amount Over/ (Under) Budget	% Over/(Under) Budget	% of FY Remaining
State Operating / Capital Grant	\$1,927,412	\$0	-\$1,927,412	-100%	8%
Caltrans SH 37	\$13,022	\$11,980	-\$1,042	-9%	8%
Caltrans Novato Creek Bridge Construction Support	\$12,500	\$0	-\$12,500	-100%	8%
State Shortline Grant	\$463,870	\$0	-\$463,870	-100%	8%
Freight Movement Fees	\$800,000	\$721,134	-\$78,866	-10%	8%
Leases	\$270,000	\$280,709	\$10,709	4%	8%
Freight Storage	\$40,000	\$0	-\$40,000	-100%	8%
45(g) Tax Credit & Misc.	\$261,000	\$261,970	\$970	0%	8%
FEMA/CalOES 2023 Disaster Recovery	\$175,977	\$189,607	\$13,630	8%	8%
Total	\$3,963,781	\$1,465,400	-\$2,498,381	-63%	8%

FREIGHT EXPENSES

	FY 2025-26 Approved Budget and Amendments #1-#9	Actual	Amount Over / (Under) Budget	% Over/(Under) Budget	% of FY Remaining
Operations					
Salaries & Benefits	\$1,068,089	\$1,003,515	-\$64,574	-6%	8%
Services & Supplies	\$1,578,317	\$1,153,743	-\$424,574	-27%	8%
Operations Total	\$2,646,406	\$2,157,258	-\$489,148	-18%	8%
Engineering					
Salaries & Benefits	\$19,500	\$13,546	-5,954	-31%	8%
Services & Supplies	\$1,297,875	\$809,278	-\$488,597	-38%	8%
Engineering Total	\$1,317,375	\$822,824	-\$494,551	-38%	8%
Total All Expenses	\$3,963,781	\$2,980,082	-\$983,699	-25%	8%

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	\$25,259,000	\$239,799,000	Progressive Design-Build contract awarded; Phase I commenced.
Pathway: Design for 5 Segments in Marin County	\$2,222,537	\$2,172,537	\$50,000	\$0	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	\$20,000	\$14,174,634	Pursuing NEPA clearance and environmental permitting.
Pathway: Hanna Ranch to Vintage	\$7,070,119	\$35,995	\$185,000	\$6,849,124	Pursuing NEPA revalidation and preparing contract documents.
Pathway: Joe Rodota Trail	\$1,531,749	\$56,108	\$0	\$1,475,641	Preparing contract

					documents for FY 27 award.
Pathway: Puerto Suello Tunnel	\$561,465	\$56,816	\$504,649	\$0	Design and environmental clearance work is completed.
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)	\$985,658	\$122,719	\$31,136	\$831,804	Design work completed, construction will be packaged in combination with the Joe Rodota Trail project for award in FY 27
WFO: Santa Rosa Downtown Station Access (Developer)	\$703,017	\$0	\$0	\$703,017	Will be packaged for construction in combination with Joe Rodota Trail project for award in FY 27
Freight Projects					
State of Good Repair: Bridge Rehabilitation Phase II (3 Bridges)	\$745,424	\$65,765	\$679,659	\$0	Work is completed
8 th Street Cantilever	\$165,380	\$0	\$44,000	\$121,380	Cantilever to be ordered in the current year because of long lead time for construction in the next year

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	\$65,932,715
Sonoma County Investment Pool	\$50,488,829
Total Cash on Hand	\$116,421,544
Reserves	
Self-Insured Reserve	\$2,370,675
OPEB/CalPERS Reserve	\$6,574,676
Operating Reserve	\$12,959,990
Capital Reserve	\$13,625,000
Corridor Completion Reserve	\$5,500,000
Total Reserves	\$41,030,341
Cash Balance	\$75,391,203
Less: Current Encumbrances	-\$18,200,060
Balance	\$57,191,143
Less Estimated FY 26 Year-End Balance	-\$57,338,843
Remaining Balance	-\$147,700



Contract Summary

PASSENGER RAIL

Active contracts as of 5/31/2026

Contractor	Scope	FY 25/26 Encumbered	FY 25/26 Actuals
Actum II	California State Legislative Advocacy Services	\$ 124,000	\$ 113,500
Afaf Translations LLC	Oral and Document Translation Services	\$ 2,000	\$ 1,246
Alcohol & Drug Testing Services, LLC	Administration of DOT, FRA, and SMART-Regulated Drug and Alcohol Program Services	\$ 45,000	\$ 31,513
Alex Ruiz Sr. dba North Bay Bottling	Water Delivery Service to Fulton Maintenance Facility & Rail Operation Center	\$ 4,830	\$ 3,312
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	\$ 19,021
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	Hazardous and Non-Hazardous Waste Removal, Disposal, and Related Services	\$ 6,956	\$ 2,249
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
Balfour Beatty Infrastructure, Inc.	Track Surfacing, Lining and Ballast Restoration	\$ 166,185	\$ -
Barbier Security Group	Security Services at Cal Park Tunnel	\$ 11,436	\$ 10,483
BBM Railway Equipment, LLC	Inspection, Certification, Maintenance, and Repair Services for SMART's Portable Jacks and Stands	\$ 13,000	\$ -
Bender Rosenthal, Inc.	On Call Real Estate Advisory & Property Rights Acquisition Support Services	\$ 16,700	\$ 12,700
BKF Engineers	Design & Engineer Seven (7) Multi-Use Pathway Segments in Sonoma and Marin Counties	\$ 247,288	\$ 47,754
BKF Engineers	Design & Permitting of the Puerto Suello Non-Motorized Pathway	\$ 444,179	\$ 384,090
BlinkTag Inc	As-Needed Consulting Services to Creation, Maintenance, and Enhancement of GTFSS Schedule Datasets	\$ 3,000	\$ 1,500
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	\$ 1,334
Clean Solutions Services, Inc.	Janitorial and Custodial Services for SMART Stations, Offices, and Parking Lots	\$ 115,831	\$ 115,831
Code3 Entertainment Services, LLC	Microtransit Operator Services	\$ 731,563	\$ 672,087
Construction Testing Services, Inc.	On Call Construction Materials Testing Services	\$ 2,746	\$ 2,746
Cooperative Personnel Services dba CPS HR Consulting	Employee Recruiting Services	\$ 7,000	\$ 7,000
County of Sonoma	Ongoing Maintenance and Monitoring of Riparian Enhancement Project at Helen Putnam Regional Park	\$ 51,899	\$ 51,899
County of Sonoma	Ongoing Maintenance and Monitoring of Riparian Enhancement Projects at Crane Creek Regional Park	\$ 36,712	\$ 36,712
County of Sonoma	Non-Revenue Fleet Maintenance and Repair Services	\$ 60,000	\$ 55,459
Courtney Robertson DBA CocoConsult LLC	Construction Alternate Project Delivery Advisor and Cost Estimation Services	\$ 500,000	\$ 291,598
CraneTech Inc.	Maintenance, Inspection, and Certification of SMART's Crane, Hoists and Fall Protection System	\$ 1,358	\$ -
CSW Stuber-Stroeh Engineering Group Inc.	Design & Engineer Five (5) Multi-Use Pathway Segments in Marin Counties	\$ 15,027	\$ 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	\$ 93,609
Eco-Compteur Inc.	Pedestrian and Bicycle Pathway Counter Software Reporting Tools and Support	\$ 12,600	\$ 12,600
Eide Bailly LLP	Independent Auditor	\$ 59,664	\$ 43,849
eLock Technologies LLC	Ongoing Maintenance and Operation Support for Bicycle eLockers at SMART Stations	\$ 11,850	\$ 11,850
EMR LLC DBA Maxaccel	Software System for Managing and Reporting FRA Compliance	\$ 33,187	\$ 29,891
EMR LLC DBA Maxaccel	Learning Management System and Support Services	\$ 21,730	\$ 20,260
Fehr & Peers	Quality of Life and Economic Impact Assessment Study	\$ 172,167	\$ 170,713
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	\$ 36,808	\$ 12,646

Contractor	Scope	FY 25/26 Encumbered	FY 25/26 Actuals
Golden Five LLC	Microsoft Office 365 Managed Services and Technical Support Services	\$ 98,655	\$ 93,762
Graymar Environmental Services, LLC	On Call Removal, Remediation, and Disposal of Hazardous and Biohazardous Materials	\$ 33,000	\$ 10,805
Hanford Applied Restoration & Conservation	San Rafael Creek Riparian Mitigation Implementation, Maintenance, and Monitoring Project	\$ 35,524	\$ 35,524
Hanford Applied Restoration & Conservation	Maintenance and Monitoring of the Las Gallinas Creek Watershed Riparian Enhancement Planting	\$ 16,535	\$ 14,813
Hanson Bridgett LLP	Labor and Employment Legal Services	\$ 140,000	\$ 121,724
HCI SYSTEMS, INC.	Fire Suppression System and Fire Extinguisher Inspection, Maintenance, and Certification	\$ 8,016	\$ 3,126
Holland LP	Track Geometry and Measurement Services	\$ 30,000	\$ 30,000
Hunt Oil of California	Supply and Deliver Valvoline Premium Blue 15W40 Motor Oil	\$ 29,371	\$ 24,447
Integrated Security Controls, Inc.	On Call Maintenance Support for SMART's Existing CCTV and Access Control Systems	\$ 39,110	\$ 29,638
Intelligent Technology Solutions, LLC	IBM Maximo Maintenance and Management System Software and Technical Support Services	\$ 286,650	\$ 221,887
ISC Applied Systems Corp	Test, repair and return ship eight (8) network video recorders.	\$ 10,000	\$ -
Knorr Brake Holding Corporation DBA Knorr Brake Company LLC	Master Controller Overhaul and Upgrade Services	\$ 184,409	\$ 118,116
Knorr Brake Holding Corporation DBA Knorr Brake Company LLC	Standard Brake System Overhaul Services	\$ 60,000	\$ 29,176
Krauthamer & Associates LLC	Employee Recruiting Services	\$ 35,000	\$ -
Lance A. O'Connor	DOT & FRA Regulated Pre-Employment & Recertification Screenings	\$ 4,500	\$ 3,390
Law Office of Kevin M Sheys LLC	Legal Services Related to Rail Transit Issues for Public Transit Systems and Short Line and Regional Railroads	\$ 80,000	\$ 33,880
Leete Generators	Generator Inspection, Maintenance, and Repair Services	\$ 2,716	\$ 2,716
Masabi LLC	SMART's Mobile Ticketing Application and Technical Support Services	\$ 64,572	\$ 59,060
MegaRock Group Inc	Purchase and Ongoing Support of MegaRock DGT-300 Road-Rail Dual-Purpose Railcar Mover System	\$ 170,000	\$ -
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	\$ 86,634
Modern Railway Systems	Passenger Information Display Real Time Signage, Content Management 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.	\$ 9,960	\$ 6,540
MuniServices, LLC.	Sales and Use Tax Recovery Services	\$ 40,000	\$ 14,869
Nelson Connects	Temporary Staffing Services	\$ 50,866	\$ 36,178
Netspeed LLC	Avaya Phone System Support Services	\$ 17,700	\$ 14,400
Nick Barbieri Trucking, LLC	Supply and Delivery of Diesel Fuel and Diesel Exhaust Fluid	\$ 1,540,000	\$ 1,540,000
Nossaman LLP	Legal Services Regarding Rail Transit Issues	\$ 1,500,000	\$ 1,296,483
Occupational Health Centers of CA, A Medical Corp.	DOT & FRA Regulated Pre-Employment & Recertification Screenings	\$ 25,000	\$ 18,121
Olson Remcho LLP	Legal Advisory Services on Ordinances and Retail Sales and Use Tax	\$ 12,000	\$ 5,473
Parodi Investigative Solutions	Pre-Employment Investigation and Background Screening	\$ 25,000	\$ 22,800
Peterson Mechanical, Inc	Maintenance on Petaluma Server Room HVAC System	\$ 11,530	\$ 9,790
PFM Financial Advisors, LLC	Financial Advisory Services	\$ 5,000	\$ -
Pitney Bowes, Inc.	Lease of Postage Meter Machine and Postage Fees	\$ 7,800	\$ 7,380
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.	\$ 303,885	\$ 262,148
Precision Wireless Service	Land Mobile Radio System Technical Support and Maintenance Services	\$ 31,500	\$ 21,128
Quality Sprayers, Inc.	On-track and Off-track Vegetation Control Services	\$ 93,184	\$ 88,365
Rail Industries Canada Inc.	Portable Digital Wheel Profilometer System, Training, and Technical Support Services	\$ 94,556	\$ -
Ramos Oil Company	Supply and Delivery of Fuel & Diesel Exhaust Fluid (Secondary Designation)	\$ 80,000	\$ -
RSE Corporation	On-Call Civil Engineering, Design, and Land Surveying Services	\$ 242,300	\$ 94,121
Ryan Dunnigan	Pre-Employment, Post Incident, and Return-to-Duty Psychological Evaluations	\$ 38,000	\$ 29,886
Sierra-Cedar Group Holdings, LLC dba Sierra-Cedar, LLC	Oracle Enterprise Resources Planning Software Support Services	\$ 137,369	\$ 103,391
Sonic.net, LLC	Emergency Phone Backhaul Internet Service for Rail Operation Center	\$ 20,671	\$ 20,671
Sperry Rail, Inc.	Rail Flaw Detection Services	\$ 8,877	\$ -
SPTJ Consulting	Administration Network Management, Monitoring, and Technical Support Services	\$ 225,863	\$ 208,151

Contractor	Scope	FY 25/26 Encumbered	FY 25/26 Actuals
Square Signs LLC dba Front Signs	SMART Pathway Wayfinding Sign Fabrication and Installation	\$ 50,660	\$ 50,660
Stacy and Witbeck/Herzog, A Joint Venture	Progressive Design Build for Healdsburg Extension	\$ 22,495,718	\$ 11,902,139
Stacy and Witbeck-Ghilotti Bros, A Joint Venture	Construction of Petaluma North Station, McDowell Crossing Reconstruction, and Soco Pathway Segments	\$ 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	\$ 13,488
Survival AED	AED Compliance and Program Management Services	\$ 4,200	\$ 4,200
The Routing Company	Microtransit Software Application Design, Implementation, and Ongoing Support	\$ 17,332	\$ 15,824
Toshiba America Business Solutions	Lease and Maintenance Agreement of SMART Multi-Function Copy Machines	\$ 53,957	\$ 47,442
Triangle Land Restoration	Riparian Mitigation Implementation and Monitoring Project for Segments 1 & 2 of the SMART Pathway	\$ 28,915	\$ 28,468
Triangle Land Restoration	Riparian Mitigation Implementation and Maintenance Project at Windsor Creek	\$ 30,360	\$ 28,031
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	\$ 425,272	\$ 420,254
Urban Transportation Associates, Inc.	Automatic Passenger Counter System and Ongoing Technical Support	\$ 12,860	\$ 12,860
Van Scoyoc Associates, Inc.	Federal Legislative Advocacy Services	\$ 60,000	\$ 55,000
Web Master Designs, LLC	As-Needed Website Support Services	\$ 8,838	\$ 2,992
WRA, Inc.	On-Call Environmental Consulting Support Services	\$ 2,285,316	\$ 1,498,241
	TOTAL	\$ 35,053,581	\$ 21,468,982

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	\$ 41,062
Asbury Environmental Services	Hazardous and Non-Hazardous Waste Removal, Disposal, and Related Services	\$ 25	\$ 25
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	\$ 2,600	\$ 2,363
Freight Tracking Software	Railcar Transportation Application Software and Support	\$ 6,000	\$ 4,650
GATX Rail Locomotive Group, LLC	Lease of Freight Locomotive 1501	\$ 55,355	\$ 55,310
HCI SYSTEMS, INC.	Fire Suppression System and Fire Extinguisher Inspection, Maintenance, and Certification	\$ 285	\$ -
Hue & Cry, Inc	Alarm Monitoring and Notification Services at Freight Depot	\$ 1,000	\$ 994
Lambertus J Verstegen DBA South West Locomotive Repair	As-Needed Freight Locomotive Maintenance and Repair Services	\$ 28,985	\$ 18,985
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	\$ 67,000	\$ 57,176
Quality Sprayers, Inc.	On-track and Off-track Vegetation Control Services	\$ 51,999	\$ 51,999
RailWorks Partners LP	Brazos Railroad Timber Bridge Repairs - Phase II Project	\$ 664,655	\$ 664,655
Ramos Oil Company	Supply and Delivery of Fuel & Diesel Exhaust Fluid (Secondary Designation)	\$ 33,000	\$ -
Stacy and Witbeck, Inc.	Emergency Hwy 37 At-Grade Crossing Panel Repair	\$ 14,193	\$ 14,193
Summit Signal, Inc.	Emergency Black Point Bridge Center Wedge Repair	\$ 277,594	\$ 218,513
Summit Signal, Inc.	Inspections, Testing, and Maintenance Services for Railroad Signals along SMART's Freight Right-of-Way	\$ 100,230	\$ 100,230
Summit Signal, Inc.	Emergency Call-Out Maintenance Services for Signal Equipment	\$ 27,168	\$ 24,604
	TOTAL	\$ 1,550,569	\$ 1,416,943

Actuals-To-Date include invoices that have been matched to a Purchase Order but may not have been paid as of 5/31/2026



BOARD OF DIRECTORS

Chris Coursey, Chair
Sonoma County Board of Supervisors

Mary Sackett, Vice Chair
Marin County Board of Supervisors

Janice Cader Thompson
Sonoma County Mayors' and
Councilmembers Association

Kate Colin
Transportation Authority of Marin

Victoria Fleming
Sonoma County Mayors' and
Councilmembers Association

Patty Garbarino
Golden Gate Bridge,
Highway/Transportation District

Ariel Kelley
Sonoma County Mayors' and
Councilmembers Association

Eric Lucan
Marin County Board of Supervisors

Kevin Jacobs
Transportation Authority of Marin

Barbara Pahre
Golden Gate Bridge,
Highway/Transportation District

Gabe Paulson
Marin County Council of Mayors and
Councilmembers

David Rabbitt
Sonoma County Board of Supervisors

GENERAL MANAGER

Eddy Cumins

July 15, 2026

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

SUBJECT: Declaration of the results of the votes cast on Measure B on the June 2, 2026, Statewide Direct Primary and special election

Dear Board Members:

RECOMMENDATIONS:

Adopt Resolution No. 2026-19 declaring the results of the special election for Measure B and adopting the Measure.

SUMMARY:

The Sonoma County and Marin County Registrars of Voters have certified the results of the election on Measure B. Having determined that more than a majority of the total votes cast were in support of Measure B, the Measure passes. Pursuant to Elections Code section 9320, the ordinance shall become a valid and binding ordinance of the District, shall be considered as adopted upon the date the vote is declared by the District Board, and shall go into effect 10 days after that date. Although Measure B is deemed to take effect 10 days after the vote is declared by the District Board, the new 30-year term and related tax and fiscal provisions of this Act will become effective on April 1, 2029.

BACKGROUND:

On January 21, 2026, the Board adopted Resolution No. 2026-01 accepting the Certifications of the Sonoma County Registrar of Voters and the Clerk of the Board that the initiative petition entitled "The SMART Initiative: Safe, Modern, and Accessible Rail and Transit" (the "Initiative Measure") contained a sufficient number of signatures of voters in the District to qualify the Initiative Measure for the ballot at an upcoming election. By that same Resolution, the Board requested the Boards of Supervisors of the Counties of Sonoma and Marin to call a special election on the Initiative Measure in their respective Counties to be held on June 2, 2026, and to consolidate the special election with the Statewide Direct Primary Election held on that same date, pursuant to Public Utilities Code section 105045.

On February 24 and March 3, 2026, the Marin County Board of Supervisors and the Sonoma County Board of Supervisors, respectively, adopted Resolutions calling for a special election on the Initiative Measure to be held on June 2, 2026, and ordered that the election be consolidated with the Statewide Direct Primary Election occurring on that same date pursuant to section 105045, as required by law.

The Sonoma County and Marin County Registrars of Voters conducted the election on June 2, 2026, canvassed the returns, and certified the results of the election. (See "Exhibit A" to the attached Resolution).

The Initiative Measure voted on at the Election was Measure B:

Without increasing taxes, continue Sonoma-Marín Area Rail Transit District regional train and bicycle/pedestrian pathway service beyond 2029 to serve residents including seniors, youth, essential workers, and low-income households; relieve traffic congestion; complete planned rail/pathway expansion; increase ridership; preserve community's historic rail infrastructure investment; maintain clean/safe trains; reduce greenhouse gas emissions, shall the measure extending the ¼ cent, voter-approved, sales tax for 30 years, generating approximately \$51,000,000 annually beginning in 2029, be adopted?

Staff recommends adopting Resolution 2026-19 declaring the results of the votes cast on Measure B at the June 2, 2026, Statewide Direct Primary and special election and adopting the Initiative Measure.

FISCAL IMPACT: The ¼ cent, voter-approved, sales tax will generate approximately \$51,000,000 annually beginning in 2029.

Sincerely,

/s/

Eddy Cumins
General Manager

Attachment(s): 1.) Resolution 2026-19

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA-MARIN AREA RAIL TRANSIT DISTRICT DECLARING THE RESULTS OF THE VOTES CAST ON MEASURE B AT THE JUNE 2, 2026, STATEWIDE DIRECT PRIMARY AND SPECIAL ELECTION

WHEREAS, on January 21, 2026, after the Board of Directors of the Sonoma-Marín Area Rail Transit District (the “Board”) accepted the Certifications of the Sonoma County Registrar of Voters (“ the Elections Official”) for the Sonoma-Marín Area Rail Transit District (“District”) and the Clerk of the Board (“District Clerk”) that the initiative petition entitled “The SMART Initiative: Safe, Modern, and Accessible Rail and Transit” (the “Initiative Measure”) contained a sufficient number of signatures of voters in the District to qualify the Initiative Measure for the ballot at an upcoming election, the Board adopted a Resolution requesting the Boards of Supervisors of the Counties of Sonoma and Marin to call a special election on the Initiative Measure in their respective Counties to be held on June 2, 2026, and to consolidate the special election with the Statewide Direct Primary Election held on that same date pursuant to Public Utilities Code section 105045; and

WHEREAS, on February 24, 2026, pursuant to Public Utilities Code section 105045, the Marin County Board of Supervisors adopted a Resolution calling for a special election on the Initiative Measure to be held on June 2, 2026, and ordered that the election be consolidated with the Statewide Direct Primary Election occurring on that same date, as required by law; and

WHEREAS, on March 3, 2026, pursuant to Public Utilities Code section 105045, the Sonoma County Board of Supervisors adopted a Resolution calling for a special election on the Initiative Measure to be held on June 2, 2026, and ordered that the election be consolidated with the Statewide Direct Primary Election occurring on that same date, as required by law; and

WHEREAS, notice of the election was given in time, form and manner as provided by law; voting precincts were properly established; election officers were appointed and in all respects the election was held and conducted and the votes were cast, received, and canvassed and the returns made and declared in time, form and manner as required by the provisions of the Elections Code of the State of California for the holding of elections in special districts; and;

WHEREAS, the Sonoma County and Marin County Registrars of Voters conducted said election on behalf of the District, canvassed the returns, and certified the results of the election, and those results are attached as “Exhibit A” and incorporated herein by reference; and

WHEREAS, the District Clerk has presented the certified results of the canvass to the Board;

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

Resolution No. 2026-19
Sonoma-Marín Area Rail Transit District
June 17, 2026

1. The following is declared to be the results of the special election for Measure B (requiring a simple majority of the votes cast):

Without increasing taxes, continue Sonoma-Marín Area Rail Transit District regional train and bicycle/pedestrian pathway service beyond 2029 to serve residents including seniors, youth, essential workers, and low-income households; relieve traffic congestion; complete planned rail/pathway expansion; increase ridership; preserve community's historic rail infrastructure investment; maintain clean/safe trains; reduce greenhouse gas emissions, shall the measure extending the ¼ cent, voter-approved, sales tax for 30 years, generating approximately \$51,000,000 annually beginning in 2029, be adopted?

Votes in Favor: 198,190
Votes Opposed: 67,522
Total Votes Cast: 265,712

2. Having determined that more than a majority of the total votes cast were in support of Measure B, it is hereby declared to be approved by the voters of District, and Measure B, attached as "Exhibit B", is adopted.

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

DIRECTORS:

AYES:

NOES:

ABSENT:

ABSTAIN:

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

ATTEST:

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

EXHIBIT A

Marin County Elections Department Statewide Direct Primary Election June 2, 2026 Election Results

Measure B

Sonoma Marin Area Rail Transit District (majority needed)

Precincts Reported: 74 of 74 (100.00%)

Ballots Received / Total Registered Voters	105,152 / 173,082	60.75%
Contest	Total	
Yes	76,332	75.91%
No	24,222	24.09%
Total Votes	100,554	

Measure C

Kentfield School District (2/3 needed)

Precincts Reported: 6 of 6 (100.00%)

Ballots Received / Total Registered Voters	5,620 / 9,066	61.99%
Contest	Total	
Yes	4,176	77.33%
No	1,224	22.67%
Total Votes	5,400	

Measure D

Larkspur Corte Madera School District (55% needed)

Precincts Reported: 6 of 6 (100.00%)

Ballots Received / Total Registered Voters	6,619 / 10,902	60.71%
Contest	Total	
Yes	4,324	68.47%
No	1,991	31.53%
Total Votes	6,315	

Measure E

Mill Valley School District (2/3 needed)

Precincts Reported: 12 of 12 (100.00%)

Ballots Received / Total Registered Voters	15,210 / 23,705	64.16%
Contest	Total	
Yes	11,055	75.21%
No	3,644	24.79%
Total Votes	14,699	

Marin County Elections Department
Statewide Direct Primary Election
June 2, 2026 Election Results

Measure G

Novato Unified School District (2/3 needed)

Precincts Reported: 11 of 11 (100.00%)

Ballots Received / Total Registered Voters			23,855 / 40,150	59.41%
Contest		Total		
Yes		15,160	66.01%	
No		7,806	33.99%	
Total Votes		22,966		

Measure H

Ross Valley School District (2/3 needed)

Precincts Reported: 8 of 8 (100.00%)

Ballots Received / Total Registered Voters			12,794 / 18,506	69.13%
Contest		Total		
Yes		9,334	74.91%	
No		3,126	25.09%	
Total Votes		12,460		

Measure I

Sausalito Marin City School District (55% needed)

Precincts Reported: 3 of 3 (100.00%)

Ballots Received / Total Registered Voters			4,352 / 7,983	54.52%
Contest		Total		
Yes		2,919	71.39%	
No		1,170	28.61%	
Total Votes		4,089		

Marin County Elections Department
Statewide Direct Primary Election
June 2, 2026 Election Results

Measure J

Town of Fairfax (majority needed)

Precincts Reported: 2 of 2 (100.00%)

Ballots Received / Total Registered Voters			4,065 / 5,948	68.34%
Contest		Total		
Yes		2,498		63.71%
No		1,423		36.29%
Total Votes		3,921		

Measure K

City of San Rafael (2/3 needed)

Precincts Reported: 11 of 11 (100.00%)

Ballots Received / Total Registered Voters			19,102 / 33,248	57.45%
Contest		Total		
Yes		14,394		78.01%
No		4,057		21.99%
Total Votes		18,451		

Measure L

Firehouse Community Park Agency (2/3 needed)

Precincts Reported: 1 of 1 (100.00%)

Ballots Received / Total Registered Voters			643 / 898	71.60%
Contest		Total		
Yes		483		78.03%
No		136		21.97%
Total Votes		619		

Measure M

Muir Beach Community Services District (2/3 needed)

Precincts Reported: 2 of 2 (100.00%)

Ballots Received / Total Registered Voters			202 / 276	73.19%
Contest		Total		
Yes		185		92.96%
No		14		7.04%
Total Votes		199		

CERTIFICATE OF ELECTION

*I, NATALIE ADONA, the Registrar of Voters for the County of Marin,
in the State of California, do hereby attest to the completion
and accuracy of the canvass of the votes cast at the
Statewide Direct Primary Election, held on June 2, 2026,
for measures and contests submitted to the voters, and
that the Statement of Votes Cast is full, true, and correct.*

*The official record is retained with the office of the
Marin County Elections Department, and the
Official Final Results summary is provided herewith.*

*IN WITNESS WHEREOF, I have set my hand and
affixed my official seal on this 26th day of June, 2026.*



A handwritten signature in black ink, appearing to be "Natalie Adona", is written over a solid horizontal line.

Registrar of Voters, County of Marin

Sonoma County Statewide Direct Primary Election June 2, 2026 Election Summary Report - Certified Final Results

Elector Group	Counting Group	Cards Cast	Voters Cast	Registered Voters	Turnout
Total	Vote Center	16,391	8,196	320,651	2.56%
	Vote by Mail	333,453	166,717		51.99%
	Total	349,844	174,913		54.55%

Precincts Reported: 333 of 333 (100.00%)

Voters Cast: 174,913 of 320,651 (54.55%)

Cards Cast: 349,844

Governor (Vote for 1)

Precincts Reported: 333 of 333 (100.00%)

	Total	
Times Cast	174,913 / 320,651	54.55%
Undervotes	2,150	
Overvotes	750	

Candidate	Total	
MARGARET TROWE	78	0.05%
TONY K. THURMOND	1,237	0.72%
THUNDER PARLEY	45	0.03%
KATIE PORTER	12,090	7.03%
TOM WOODARD	172	0.10%
LEO SAMUEL ZACKY	221	0.13%
ERIN "ZEZ" ZEZULAK	176	0.10%
DAVID ZICKEFOOSE	50	0.03%
AMANDA MARTIN	62	0.04%
MATT MAHAN	5,823	3.39%
BRENT MAUPIN	30	0.02%
DANIEL MERCURI	78	0.05%
BETTY T. YEE	930	0.54%
NANCY D. YOUNG	69	0.04%
ALICIA OLIVIA LAPP	84	0.05%
MATTHEW CHASE LEVY	233	0.14%
DUANE TERRENCE LOYNES JR.	21	0.01%
RANDEEP S. DHILLON	232	0.13%
LIVINGFORDGOD ANDCOUNTRY DEMOTT	36	0.02%
PATRICIA DE LUCA BASUALDO	39	0.02%
LOUIS A. DE BARRAICUA	178	0.10%
RAJI RAB	44	0.03%
SATISH RAO	35	0.02%
RAMSEY ROBINSON	751	0.44%

Candidate	Total	
LEWIS HERMS	57	0.03%
RAFAEL M. HERNANDEZ	35	0.02%
JON HENDERSON	115	0.07%
STEVE HILTON	28,251	16.42%
NAOMI BAR-LEV	36	0.02%
XAVIER BECERRA	56,948	33.11%
CAROLINA BUHLER	235	0.14%
CHAD BIANCO	12,148	7.06%
JOSEPH CABRERA	108	0.06%
ELAINE CULOTTI	102	0.06%
JOEL E. JACOB	13	0.01%
MAX FOMIN	8	0.00%
LUKASZ ADAM FILINSKI	5	0.00%
SERGE FIANKAN	5	0.00%
LEO NARANJO IV	88	0.05%
TIM NELSON	201	0.12%
TOM STEYER	48,597	28.25%
ERIC SWALWELL	465	0.27%
SCOTT P SHIELDS	30	0.02%
FREDERIC C. SCHULTZ	70	0.04%
CHRISTINE R. SARMIENTO	62	0.04%
REZA SAFARNEJAD	8	0.00%
SAM SANDAK	7	0.00%
GRETHA SOLÓRZANO	97	0.06%
JAMES ATHANS JR.	96	0.06%
LARRY AZEVEDO	32	0.02%
MOHAMMAD ARIF	133	0.08%
AKINYEMI AGBEDE	20	0.01%
DEREK GRASTY	46	0.03%
DON J. GRUNDMANN	25	0.01%
DAWIT KELLEL	6	0.00%
ANNE KOMAROVSK	5	0.00%
GARY HOWARD KIDGELL	5	0.00%
SOPHIA EDUM-A-SAM	23	0.01%
MAURO ALBERTO OROZCO	9	0.01%
BARACK D. OBAMA SHAW	118	0.07%
ANTONIO VILLARAIGOSA	688	0.40%
Total Votes	172,013	

		Total	
Kalid Meky	WRITE-IN	0	0.00%
Jibri J Peavy	WRITE-IN	0	0.00%
Che Ahn	WRITE-IN	12	0.01%
Butch Ware	WRITE-IN	388	0.23%
Michael J Dilger	WRITE-IN	0	0.00%
Sean Forbes	WRITE-IN	2	0.00%
Dirk Langer	WRITE-IN	0	0.00%

Lieutenant Governor (Vote for 1)

Precincts Reported: 333 of 333 (100.00%)

	Total	
Times Cast	174,931 / 320,651	54.55%
Undervotes	13,774	
Overvotes	165	

Candidate	Total	
MICHAEL TUBBS	23,898	14.84%
TIM MYERS	3,948	2.45%
FIONA MA	41,455	25.75%
OLIVER MA	7,619	4.73%
EBIE LYNCH	3,032	1.88%
JEYSON LOPEZ	701	0.44%
GLORIA ROMERO	14,700	9.13%
RAKESH CHRISTIAN	190	0.12%
DAVID COLLENBERG	8,791	5.46%
SEAN COLLINSON	406	0.25%
JOSH FRYDAY	34,171	21.23%
DAVID FENNELL	7,965	4.95%
ALICE STEK	2,548	1.58%
SKIP SHELTON	4,531	2.81%
ABDUR RAHMAN SIKDER	661	0.41%
JANELLE KELLMAN	6,376	3.96%
Total Votes	160,992	

		Total	
Mushtaq MT Tahirkheli	WRITE-IN	0	0.00%
James P. Cameron	WRITE-IN	0	0.00%

Secretary of State (Vote for 1)

Precincts Reported: 333 of 333 (100.00%)

	Total	
Times Cast	174,931 / 320,651	54.55%
Undervotes	16,374	
Overvotes	18	

Candidate	Total	
DONALD P. (DON) WAGNER	38,506	24.29%
SHIRLEY N. WEBER	111,367	70.25%
GARY N. BLENNER	3,400	2.14%
MICHAEL FEINSTEIN	5,266	3.32%
Total Votes	158,539	

Controller (Vote for 1)

Precincts Reported: 333 of 333 (100.00%)

	Total	
Times Cast	174,931 / 320,651	54.55%
Undervotes	16,665	
Overvotes	14	

Candidate	Total	
HERB W MORGAN	39,708	25.09%
MALIA M. COHEN	110,132	69.59%
MEGHANN ADAMS	8,412	5.32%
Total Votes	158,252	

Treasurer (Vote for 1)

Precincts Reported: 333 of 333 (100.00%)

	Total	
Times Cast	174,931 / 320,651	54.55%
Undervotes	16,030	
Overvotes	58	

Candidate	Total	
GLENN TURNER	3,402	2.14%
JENNIFER HAWKS	25,584	16.11%
ANNA M. CABALLERO	25,149	15.83%
DAVID SERPA	14,002	8.81%
ELENI KOUNALAKIS	80,568	50.72%
TONY VAZQUEZ	10,138	6.38%
Total Votes	158,843	

Attorney General (Vote for 1)

Precincts Reported: 333 of 333 (100.00%)

	Total	
Times Cast	174,931 / 320,651	54.55%
Undervotes	11,468	
Overvotes	9	

Candidate	Total	
MARJORIE MIKELS	9,666	5.91%
ROB BONTA	112,162	68.62%
MICHAEL E. GATES	41,626	25.47%
Total Votes	163,454	

Insurance Commissioner (Vote for 1)

Precincts Reported: 333 of 333 (100.00%)

	Total	
Times Cast	174,931 / 320,651	54.55%
Undervotes	17,949	
Overvotes	111	

Candidate	Total	
PATRICK WOLFF	13,500	8.61%
SEAN LEE	8,101	5.16%
KEITH W. DAVIS	1,774	1.13%
ROBERT P HOWELL	8,542	5.45%
STEVEN CRAIG BRADFORD	5,806	3.70%
MERRITT FARREN	6,862	4.37%
BEN ALLEN	42,416	27.04%
ERIC THOR AARNIO	2,423	1.54%
STACY A. KORSGADEN	13,305	8.48%
JANE KIM	50,159	31.97%
EDUARDO "LALO" VARGAS	3,983	2.54%
Total Votes	156,871	

Member, State Board of Equalization, 2nd District (Vote for 1)

Precincts Reported: 333 of 333 (100.00%)

	Total	
Times Cast	174,931 / 320,651	54.55%
Undervotes	20,827	
Overvotes	158	

Candidate	Total	
JOHN PIMENTEL	24,663	16.02%
JOHN W. ZARUKA	3,352	2.18%
MARK MCCOMAS	9,579	6.22%
J BRETT MARYMEE	11,969	7.77%
SALLY J. LIEBER	90,337	58.68%
BILL SHIREMAN	14,046	9.12%
Total Votes	153,946	

United States Representative, 1st District (Vote for 1)

Precincts Reported: 163 of 163 (100.00%)

	Total	
Times Cast	95,887 / 179,984	53.28%
Undervotes	4,138	
Overvotes	34	

Candidate	Total	
MIKE MCGUIRE	59,743	65.14%
RICHARD T. MINNER	408	0.44%
AUDREY DENNEY	8,724	9.51%
JAMES GALLAGHER	21,115	23.02%
JANICE KARRMAN	859	0.94%
TIMOTHY SEAN KELLY	866	0.94%
Total Votes	91,715	

United States Representative, 2nd District (Vote for 1)

Precincts Reported: 59 of 59 (100.00%)

	Total	
Times Cast	26,726 / 43,334	61.67%
Undervotes	1,430	
Overvotes	13	

Candidate	Total	
ROSE PENELOPE YEE	1,850	7.32%
ROBIN LITTAU	1,061	4.20%
NICOLETTE HAHN NIMAN	1,021	4.04%
JARED HUFFMAN	17,896	70.78%
GREGORY BURGESS	216	0.85%
PAUL SAULSBURY	1,280	5.06%
TIM GEIST	1,050	4.15%
ANGELITA VALLES	909	3.60%
Total Votes	25,283	

United States Representative, 4th District (Vote for 1)

Precincts Reported: 111 of 111 (100.00%)

	Total	
Times Cast	52,318 / 97,333	53.75%
Undervotes	3,258	
Overvotes	33	

Candidate	Total	
MIKE THOMPSON	25,182	51.36%
JOHN MACKENZIE	1,897	3.87%
THOMAS M ROACH	234	0.48%
RAY RIEHLE	5,484	11.19%
SHARON BROWN	1,136	2.32%
JIMIH JONES	404	0.82%
ERIC JONES	12,475	25.45%
MANDY GHUSAR	690	1.41%
CHUCK URIBE	1,525	3.11%
Total Votes	49,027	

State Senator, 2nd District (Vote for 1)

Precincts Reported: 267 of 267 (100.00%)

	Total	
Times Cast	142,781 / 260,381	54.84%
Undervotes	10,088	
Overvotes	21	

Candidate	Total	
AARON SMITH	14,119	10.64%
TIEF GIBBS	18,764	14.14%
DAMON CONNOLLY	99,789	75.21%
Total Votes	132,672	

Member of the State Assembly, 2nd District (Vote for 1)

Precincts Reported: 174 of 174 (100.00%)

	Total	
Times Cast	87,730 / 158,283	55.43%
Undervotes	5,570	
Overvotes	4	

Candidate	Total	
MICHAEL GREER	20,200	24.59%
CHRIS ROGERS	61,956	75.41%
Total Votes	82,156	

Member of the State Assembly, 4th District (Vote for 1)

Precincts Reported: 19 of 19 (100.00%)

	Total	
Times Cast	10,834 / 18,970	57.11%
Undervotes	3,144	
Overvotes	0	

Candidate	Total	
CECILIA M. AGUIAR-CURRY	7,690	100.00%
Total Votes	7,690	

Member of the State Assembly, 12th District (Vote for 1)

Precincts Reported: 140 of 140 (100.00%)

	Total	
Times Cast	76,367 / 143,398	53.26%
Undervotes	7,837	
Overvotes	36	

Candidate	Total	
STEVE SCHWARTZ	7,276	10.62%
ERIC LUCAN	12,922	18.87%
ELI BECKMAN	3,772	5.51%
JACKIE ELWARD	21,203	30.96%
HOLLI THIER	6,986	10.20%
ERYN CERVANTES	16,335	23.85%
Total Votes	68,494	

Superior Court Judge, Office #10 (Vote for 1)

Precincts Reported: 333 of 333 (100.00%)

	Total	
Times Cast	174,931 / 320,651	54.55%
Undervotes	62,760	
Overvotes	1	

Candidate	Total	
DAVID KIM	112,170	100.00%
Total Votes	112,170	

State Superintendent of Public Instruction (Vote for 1)

Precincts Reported: 333 of 333 (100.00%)

	Total	
Times Cast	174,931 / 320,651	54.55%
Undervotes	39,642	
Overvotes	74	
Candidate	Total	
GUS MATTAMMAL	2,555	1.89%
AL MURATSUCHI	14,815	10.96%
FRANK LARA	10,504	7.77%
AINYE LONG	10,331	7.64%
ANTHONY RENDON	12,078	8.93%
NICHELE M. HENDERSON	12,909	9.55%
RICHARD BARRERA	33,362	24.67%
WENDY CASTANEDA LEAL	10,621	7.85%
JOSH NEWMAN	7,469	5.52%
SONJA SHAW	20,571	15.21%
Total Votes	135,215	

County Superintendent of Schools (Vote for 1)

Precincts Reported: 333 of 333 (100.00%)

	Total	
Times Cast	174,931 / 320,651	54.55%
Undervotes	65,643	
Overvotes	3	
Candidate	Total	
AMIE CARTER	109,285	100.00%
Total Votes	109,285	

County Supervisor, 2nd District (Vote for 1)

Precincts Reported: 60 of 60 (100.00%)

	Total	
Times Cast	38,417 / 67,759	56.70%
Undervotes	4,253	
Overvotes	17	
Candidate	Total	
JOANNA PAUN	14,118	41.34%
SHELINA MOREDA	6,503	19.04%
SYLVIA LEMUS	8,572	25.10%
JOHN E. KING	4,954	14.51%
Total Votes	34,147	

County Supervisor, 4th District (Vote for 1)

Precincts Reported: 66 of 66 (100.00%)

	Total	
Times Cast	34,842 / 63,046	55.26%
Undervotes	3,925	
Overvotes	7	

Candidate	Total	
TODD LANDS	9,397	30.40%
MELANIE BAGBY	11,719	37.91%
TOM SCHWEDHELM	9,794	31.69%
Total Votes	30,910	

Auditor-Controller-Treasurer-Tax Collector (Vote for 1)

Precincts Reported: 333 of 333 (100.00%)

	Total	
Times Cast	174,931 / 320,651	54.55%
Undervotes	60,695	
Overvotes	1	

Candidate	Total	
AMANDA RUCH	114,235	100.00%
Total Votes	114,235	

County Clerk-Recorder-Assessor (Vote for 1)

Precincts Reported: 333 of 333 (100.00%)

	Total	
Times Cast	174,931 / 320,651	54.55%
Undervotes	60,520	
Overvotes	2	

Candidate	Total	
DEVA MARIE PROTO	114,409	100.00%
Total Votes	114,409	

Measure C - Bellevue Union School District 2/3 Parcel Tax (Vote for 1)

Precincts Reported: 19 of 19 (100.00%)

	Total	
Times Cast	4,889 / 13,675	35.75%
Undervotes	308	
Overvotes	1	

Candidate	Total	
YES	2,680	58.52%
NO	1,900	41.48%
Total Votes	4,580	

Measure A - Twin Hills Union School District 55% Bond (Vote for 1)

Precincts Reported: 6 of 6 (100.00%)

	Total	
Times Cast	3,006 / 4,618	65.09%
Undervotes	208	
Overvotes	0	
Candidate	Total	
YES	1,706	60.97%
NO	1,092	39.03%
Total Votes	2,798	

Measure B - SMART Sales Tax Extension Simple Majority (Vote for 1)

Precincts Reported: 333 of 333 (100.00%)

	Total	
Times Cast	174,931 / 320,651	54.55%
Undervotes	9,757	
Overvotes	16	
Candidate	Total	
YES	121,858	73.78%
NO	43,300	26.22%
Total Votes	165,158	



SONOMA COUNTY REGISTRAR OF VOTERS

3880 Brickway Blvd | PO Box 11485
Santa Rosa, CA 95403 | Santa Rosa, CA 95406

P: (707) 565-6800 **F:** (707) 565-6843
rov-info@sonomacounty.gov

Evelyn Mendez
Registrar of Voters
Wendy Hudson
Chief Deputy Registrar of Voters

Date: June 30, 2026

To: Sonoma-Marin Area Rail Transit (SMART) District

From: Evelyn Mendez, Sonoma County Registrar of Voters

Re: Official Statement of Votes Cast for June 2, 2026, Statewide Direct Primary Election

Enclosed please find the final certified election results for the June 2, 2026, Statewide Direct Primary Election, including your jurisdiction's ballot measure (Measure B). This transmittal constitutes certification of the official canvass for adoption by your jurisdiction's governing body.

More detailed precinct-by-precinct results are available on our website by going to SoCoVotes.com and clicking on the [View the final, official election results](#) link located a little ways down the page under the "June 2, 2026, Statewide Direct Primary Election" heading. Then, scroll down until you get to the table showing the results for "Measure B - SMART Sales Tax Extension Simple Majority (Vote For 1)," and click on the [View Contest Detail →](#) link in the bottom-right corner.

Should you have any questions, please do not hesitate to contact Wendy Hudson, Chief Deputy Registrar of Voters, at [\(707\) 565-6810](tel:(707)565-6810), or Kamari Marchbanks, Elections Manager, at [\(707\) 565-6804](tel:(707)565-6804).

STATEMENT OF THE VOTES CAST

at the

STATEWIDE DIRECT PRIMARY ELECTION

held on

JUNE 2, 2026

in the


SONOMA-MARIN AREA RAIL TRANSIT (SMART) DISTRICT

COUNTY OF SONOMA

STATE OF CALIFORNIA

STATE OF CALIFORNIA)
) ss.
COUNTY OF SONOMA)

I, **EVELYN MENDEZ, SONOMA COUNTY REGISTRAR OF VOTERS**, do hereby certify the following to be a true and correct copy of the Statement of the Votes Cast at the **STATEWIDE DIRECT PRIMARY ELECTION** held on **JUNE 2, 2026**, for the measure herein set forth. Witness my hand and official seal this 25th day of June, 2026.



EVELYN MENDEZ, SONOMA COUNTY REGISTRAR OF VOTERS

Exhibit B



The people of the Sonoma-Marín Area Rail Transit District do ordain as follows:

Section 1. Title.

This Act shall be known as “The Safe, Modern, and Accessible Rail and Transit Initiative” (“The SMART Initiative”).

Section 2. Findings and Declarations.

The people of the Sonoma-Marín Area Rail Transit District hereby find and declare the following:

- (a) Sonoma-Marín Area Rail Transit (SMART) provides a safe, reliable and congestion-free transportation option for Marin and Sonoma counties, thereby improving the quality of life for North Bay residents. SMART’s financial viability is critical to our region and our way of life.
- (b) In 2008, voters approved Measure Q to provide the initial funding and public mandate necessary for SMART to construct and operate a passenger rail system and bicycle-pedestrian pathway, addressing critical unmet needs for infrastructure, mobility, and regional connectivity in Marin and Sonoma Counties.
- (c) For 17 years, Measure Q has been a vital resource for our community, enabling SMART to leverage these local funds to secure \$735 million in outside grants, to date. This support has allowed SMART to build and operate a new passenger rail and pathway system that spans Larkspur, in Marin County, to Windsor, in Sonoma County, connecting the North Bay regions, reducing congestion and benefitting the environment by reducing the number of cars on local highways.
- (d) SMART has made impressive strides by successfully securing grants for rail enhancement projects such as extending the rail and pathway system, constructing new rail stations, upgrading railroad safety systems, and conducting project development on the East/West corridor.
- (e) As envisioned in the Measure Q expenditure plan, SMART has leveraged the retail sales tax to obtain grants that have more than doubled the community’s investment in the transportation infrastructure across the two counties.
- (f) With a track record of over 1.1 million passengers and 146,000 bicycles transported in 2025 alone, SMART service is proving itself essential. Currently, SMART carries over 100,000 rail passengers and serves 100,000 pathway trips monthly. As of 2025, SMART is offering more service, and fares are more budget-friendly, than ever. Record-high ridership reflects SMART’s success, having achieved the highest post-pandemic ridership recovery rate of any transit system in the Bay Area.
- (g) With the opening of Petaluma North and Windsor Stations, SMART anticipates even greater ridership growth in the future and is actively planning to extend service to Healdsburg and ultimately Cloverdale. To complete these extensions, pathway connections and maintenance

projects on the existing system, SMART plans to use measure funds and matching grants to build an estimated \$510 million in capital construction and state of good repair projects.

(h) To provide the funding necessary to operate and maintain the existing passenger rail and pathway system, SMART requires the extension of the retail sales tax.

(i) The measure would not change the ¼ of one cent rate people pay today, but it would extend the sales tax past its current expiration date.

(j) If the voters approve this measure, approximately \$51 million will be collected annually to enhance our community's transportation infrastructure.

(k) This crucial funding will provide SMART with the necessary resources to continue to operate and maintain the existing SMART system, complete essential expansion projects, and support the development of future rail and pathway extensions.

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

(m) Extension of this sales tax will continue the momentum for a better-connected future in Marin and Sonoma Counties, offering convenient rail connections to ferry, bus, and regional transit services across the North Bay by providing a passenger rail and bicycle/pedestrian pathway system linking 17 stations across both counties.

(n) All funds will be invested in environmentally responsible transportation solutions within Marin and Sonoma Counties, driving economic growth and generating local jobs.

(o) All sales tax revenues from this measure will be managed by local officials on the Sonoma-Marín Area Rail Transit District Board of Directors and cannot be taken away by State or federal action.

(p) Local control of revenues and accountability to citizens are essential for our community's success. The measure ensures transparency, protects the public's investment in SMART, and includes vital safeguards to uphold the community's transportation priorities. Local officials, who understand our community's needs best, will make informed decisions with valuable input from the public and a dedicated Citizen's Oversight Committee.

(q) Continued financial support from the community is essential; it empowers SMART to maximize its current local ¼ of one cent sales tax to access additional funding sources that would otherwise be unavailable to the region.

Section 3. Purpose and Intent.

It is the people of the Sonoma-Marín Area Rail Transit District's intent to do all of the following with The Safe, Modern, and Accessible Rail and Transit Initiative:

(a) Without raising taxes, extend the existing retail transactions and use tax at the same rate of one-quarter of one cent ($\frac{1}{4}$ -cent) to:

(1) Continue providing a clean and safe regional rail and pathway system and offer accessible, convenient, and affordable transportation for all including seniors, students, essential workers, and low-income households.

(2) Leverage local funding to secure federal, state, regional, and local grants.

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

(4) Continue to build upon record ridership and pathway use by serving millions of rail and pathway trips annually.

(5) Relieve traffic congestion, improve travel time and reliability, reduce greenhouse gas emissions, and provide an alternative to sitting in traffic while effectively decreasing vehicle miles traveled and transportation emissions.

(6) Maintain and modernize SMART's infrastructure to ensure the system remains safe and serviceable and meets the needs of the community.

(7) Provide accountability and protect taxpayers with strict accountability measures through a Citizen's Oversight Committee and independent audits, to protect the public's investments and ensure funds are spent as intended by voters.

(8) Guarantee that the measure's funding goes directly to Sonoma-Marín Area Rail Transit District's priorities.

Section 4. Definitions.

For purposes of this chapter, the following definitions shall apply:

(a) "Act" means "The Safe, Modern, and Accessible Rail and Transit Initiative".

(b) "Board" or "Board of Directors" means the Sonoma-Marín Area Rail Transit District Board of Directors.

(c) "Citizen's Oversight Committee" means the Citizen's Oversight Committee established by the Board pursuant to Section 20 of this Act.

(d) "District" or "SMART" means the Sonoma-Marín Area Rail Transit District.

(e) "Fund" means the SMART Initiative Fund.

(f) "Operative Date" means April 1, 2029.

Section 5. Purpose.

This Act shall be applicable in the incorporated and unincorporated territory of the Counties of Sonoma and Marin.

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

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

Section 6. Contract With State.

Prior to the operative date, the District shall contract with the California Department of Tax and Fee Administration to perform all functions incident to the administration and operation of this transactions and use tax ordinance; provided, that if the District shall not have contracted with the California Department of Tax and Fee Administration prior to the operative date, it shall nevertheless so contract and in such a case the operative date shall be the first day of the first calendar quarter following the execution of such a contract.

Section 7. Transactions Tax Rate.

For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all retailers in the incorporated and unincorporated territory of the District at the rate of one quarter of one percent (0.25%) of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in said territory on and after the operative date of this ordinance.

Section 8. Place Of Sale.

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

Section 9. Use Tax Rate.

An excise tax is hereby imposed on the storage, use or other consumption in the District of tangible personal property purchased from any retailer on and after the operative date of this ordinance for storage, use or other consumption in said territory at the rate of one quarter of one percent (0.25%) of the sales price of the property. The sales price shall include delivery charges when such charges are subject to state sales or use tax regardless of the place to which delivery is made.

Section 10. Adoption Of Provisions Of State Law.

Except as otherwise provided in this ordinance and except insofar as they are inconsistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, all of the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code are hereby adopted and made a part of this ordinance as though fully set forth herein.

Section 11. Limitations On Adoption Of State Law And Collection Of Use Taxes.

In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code:

(a) Wherever the State of California is named or referred to as the taxing agency, the name of this District shall be substituted therefor. However, the substitution shall not be made when:

- (1) The word "State" is used as a part of the title of the State Controller, State Treasurer, State Treasury, or the Constitution of the State of California;
- (2) The result of that substitution would require action to be taken by or against this District or any agency, officer, or employee thereof rather than by or against the California Department of Tax and Fee Administration, in performing the functions incident to the administration or operation of this Ordinance.
- (3) In those sections, including, but not necessarily limited to sections referring to the exterior boundaries of the State of California, where the result of the substitution would be to:

(A) Provide an exemption from this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use or other consumption remain subject to tax by the State under the provisions of Part 1 of Division 2 of the Revenue and Taxation Code, or;

(B) Impose this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not be subject to tax by the state under the said provision of that code.

(4) In Sections 6701, 6702 (except in the last sentence thereof), 6711, 6715, 6737, 6797 or 6828 of the Revenue and Taxation Code.

(b) The word "District" shall be substituted for the word "State" in the phrase "retailer engaged in business in this State" in Section 6203 and in the definition of that phrase in Section 6203.

(1) "A retailer engaged in business in the District" shall also include any retailer that, in the preceding calendar year or the current calendar year, has total combined sales of tangible personal property in this state or for delivery in the State by the retailer and all persons related to the retailer that exceeds five hundred thousand dollars (\$500,000). For purposes of this section, a person is related to another person if both persons are related to each other pursuant to Section 267(b) of Title 26 of the United States Code and the regulations thereunder.

Section 12. Permit Not Required.

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

Section 13. Exemptions And Exclusions.

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

(b) There are exempted from the computation of the amount of transactions tax the gross receipts from:

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

(2) Sales of property to be used outside the District which is shipped to a point outside the District, pursuant to the contract of sale, by delivery to such point by the retailer or his agent, or

by delivery by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this paragraph, delivery to a point outside the District shall be satisfied:

(A) With respect to vehicles (other than commercial vehicles) subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code by registration to an out-of-District address and by a declaration under penalty of perjury, signed by the buyer, stating that such address is, in fact, his or her principal place of residence; and

(B) With respect to commercial vehicles, by registration to a place of business out-of-District and declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.

(3) The sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.

(4) A lease of tangible personal property which is a continuing sale of such property, for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the operative date of this ordinance.

(5) For the purposes of subparagraphs (3) and (4) of this section, the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

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

(1) The gross receipts from the sale of which have been subject to a transactions tax under any state-administered transactions and use tax ordinance.

(2) Other than fuel or petroleum products purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this State, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.

(3) If the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.

(4) If the possession of, or the exercise of any right or power over, the tangible personal property arises under a lease which is a continuing purchase of such property for any period of time for

which the lessee is obligated to lease the property for an amount fixed by a lease prior to the operative date of this ordinance.

(5) For the purposes of subparagraphs (3) and (4) of this section, storage, use, or other consumption, or possession of, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

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

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

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

Section 14. Amendments.

All amendments subsequent to the effective date of this ordinance to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use taxes and which are not inconsistent with Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, and all amendments to Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, shall automatically become a part of this ordinance, provided however, that no such amendment shall operate so as to affect the rate of tax imposed by this ordinance.

Section 15. Enjoining Collection Forbidden.

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

Section 16. The SMART Initiative Fund

There is hereby established in the treasury of the District a special fund called the SMART Initiative Fund, which shall be maintained by the District.

Section 17. Receipt of Proceeds

All revenue generated by this Act shall be deposited into the SMART Initiative Fund.

The uses and expenditures of money allocated to the SMART Initiative Fund shall be governed by and subject to the requirements set forth in Section 19.

Section 18. Use of Proceeds

Moneys in the SMART Initiative Fund shall be used to reimburse the District for the costs imposed by the California Department of Tax and Fee Administration to administer and operate this tax pursuant to Section 6.

The remaining moneys in the Fund shall be appropriated pursuant to Section 19.

Section 19. Expenditure Plan.

(a) Consistent with paragraph (2) of subdivision (b) of Section 105115 of the Public Utilities Code, the proceeds in the SMART Initiative Fund shall be expended consistent with the purpose of providing a rail transit system under the jurisdiction of the District, including for (1) operations and maintenance; (2) capital and state of good repair, (3) and maintaining reserves.

(b) To fund the essential capital projects needed to complete and improve the SMART rail and pathway system, the Board may allocate revenue generated by this Act to serve as a local match for federal, state, regional, local, or private grants, including the project and grant funding outlined in SMART's 2025–2030 Strategic Plan.

(c) Proceeds deposited into the SMART Initiative Fund shall be used to support the operations and maintenance of the system, ensure its long-term viability, and advance future expansion. To that end, expenditures may be made for, but are not limited to, the following purposes:

(1) Increasing Ridership and Enhancing Passenger Rail Service. To help achieve the goal of 5,000 daily riders and provide high-quality rail service, proceeds may fund:

- (A) Safe, clean, reliable, and accessible passenger rail service
- (B) Affordable and user-friendly fare programs
- (C) Improved first/last mile transit connections
- (D) Coordination with local transit agencies in Marin County and Sonoma County
- (E) Enhanced auto and bicycle parking options
- (F) Adjustments to service levels based on ridership demand
- (G) Customer experience improvements
- (H) Marketing, outreach, and communications
- (I) System maintenance

- (J) Fleet expansion and replacement
- (K) Adoption of low- and zero-emission fleet technologies
- (L) Climate-resilient infrastructure and operations
- (M) Workforce development and training programs

(2) Enhancing and Expanding the Pathway System. To develop and maintain a safe, connected, and user-friendly pathway network, proceeds may fund:

- (A) Construction of gap closures in the SMART Pathway and Great Redwood Trail
- (B) Construction of pathways associated with rail extensions
- (C) Maintenance of the existing pathway in a state of good repair
- (D) Enhanced pathway amenities, such as signage, wayfinding, safety, and connectivity
- (E) Upgrades to the pathway website and digital tools
- (F) Development of plans for future pathway segments and enhancements

(3) Advancing Regional Connectivity. To complete the rail and pathway system from Larkspur to Cloverdale and explore future expansion, proceeds may fund:

- (A) Completion of currently funded rail and pathway projects
- (B) Grant-seeking efforts to support unfunded extensions
- (C) Planning and development of East/West rail corridors
- (D) Expansion of rail fleet, yards, and supporting facilities

(4) Supporting Freight Movement and Future Rail Service. In alignment with SMART's statutory mandate to accommodate freight and preserve future rail corridors, proceeds may fund:

- (A) Freight-compatible design for new rail extensions
- (B) Preservation of the East/West passenger rail corridor
- (C) Continued project development for future passenger service on the East/West alignment

Section 20. Citizen's Oversight Committee

Administration of the proceeds from the tax shall be subject to review by the Citizen's Oversight Committee, as established by the Board, to verify that the proceeds are invested in a way that is consistent with the purpose of the tax. The Citizen's Oversight Committee shall receive the annual audit, hold a public hearing and issue a report annually to provide the public with information regarding how tax proceeds are being spent. The hearing will be held at a public meeting subject to the Ralph M. Brown Act.

Section 21. Annual Report.

The Chief Financial Officer of the Sonoma-Marín Area Rail Transit District shall annually prepare a report setting forth the amount of funds collected and expended; and the status of operations and projects funded by this Act.

Section 22. Annual Appropriations Limit.

The appropriations limit for the District shall be adjusted periodically by the aggregate sum collected by levy of this Act.

Section 23. Termination Date.

This Act shall remain in effect for thirty (30) years from its effective date and shall be repealed by operation of this section on that date, unless a later measure is adopted before that date which deletes or extends the termination date.

Section 24. Effective Date.

This ordinance shall be considered adopted upon the date the vote is declared by the District board, and shall go into effect 10 days after that date. Although this ordinance shall be deemed to be effective once adopted a simple majority vote of the electors voting, the new term and related tax and fiscal provisions of this Act shall not be in effect until April 1, 2029.

Section 25. Severability.

If any provision of this ordinance or the application thereof to any person or circumstance is held invalid, the remainder of the ordinance and the application of such provision to other persons or circumstances shall not be affected thereby.

Section 26. Amendment.

Except for amendments that would change the amount of the tax imposed by this Act, the District Board of Directors may amend this Act without submitting the amendment to the voters for approval, provided that the amendment is consistent with and furthers the purposes of this Act as enacted by the voters.

Section 27. Liberal Construction

This measure is an exercise of the initiative power of the People of the Sonoma-Marine Area Rail Transit District to implement a special tax to fund the purposes set forth in the Act, and it shall be liberally construed to effectuate these purposes.

Section 28. Conflicting Measures

This Act is intended to be comprehensive. It is the intent of the People of the Sonoma-Marine Area Rail Transit District that, in the event this measure and one or more measures relating to a special tax in the Sonoma-Marine Area Rail Transit District shall appear on the same ballot, the provisions of the other measure or measures shall be deemed in conflict with this measure. In the event that this measure receives a greater number of affirmative votes, the provisions of this measure shall prevail in their entirety, and all provisions of the other measure or measures shall be null and void.



BOARD OF DIRECTORS

Chris Coursey, Chair
Sonoma County Board of Supervisors

Mary Sackett, Vice Chair
Marin County Board of Supervisors

Janice Cader Thompson
Sonoma County Mayors' and
Councilmembers Association

Kate Colin
Transportation Authority of Marin

Victoria Fleming
Sonoma County Mayors' and
Councilmembers Association

Patty Garbarino
Golden Gate Bridge,
Highway/Transportation District

Ariel Kelley
Sonoma County Mayors' and
Councilmembers Association

Eric Lucan
Marin County Board of Supervisors

Kevin Jacobs
Transportation Authority of Marin

Barbara Pahre
Golden Gate Bridge,
Highway/Transportation District

Gabe Paulson
Marin County Council of Mayors and
Councilmembers

David Rabbitt
Sonoma County Board of Supervisors

GENERAL MANAGER

Eddy Cumins

July 15, 2026

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

SUBJECT: Delegation of Chief Financial Officer duties

Dear Board Members:

RECOMMENDATIONS: Adopt Resolution 2026-20 delegating the Chief Financial Officer duties to the General Manager until a new Chief Financial Officer is appointed by the Board.

SUMMARY:

SMART was created pursuant to California Public Utilities Code section 105010 *et seq.* Section 105050 provides for the appointment by the Board of Directors of a Controller, Auditor, and Treasurer. The Code further allows these positions to be held either by separate officers or combined into a single office.

Through Ordinance No. 2009-01, the Board elected to combine the offices of Controller, Auditor, and Treasurer into a single position titled Chief Financial Officer (CFO) and delegated supervisory authority over that position to the General Manager.

The Chief Financial Officer position has recently become vacant, and no interim appointment is planned. Given the anticipated time required to recruit and hire a permanent replacement, the position may remain unfilled for several months. In the meantime, the financial responsibilities assigned to the Chief Financial Officer must continue to be performed to ensure uninterrupted operations and compliance with statutory requirements.

Resolution No. 2026-20 authorizes the General Manager to temporarily assume the duties and responsibilities of the Chief Financial Officer until a new Chief Financial Officer is appointed by the Board.

FISCAL IMPACT:

None

Sincerely,

/s/

Eddy Cumins
General Manager

Attachment: 1.) SMART Ordinance No. 2009-01
2.) Resolution 2026-20

ORDINANCE NO. 2009-01

AN ORDINANCE OF THE SONOMA-MARIN AREA RAIL TRANSIT DISTRICT PROVIDING FOR THE ESTABLISHMENT OF OFFICERS, ASSISTANTS AND DEPUTIES PURSUANT TO PUBLIC UTILITIES CODE SECTIONS 105050 AND 105052(b), TO COMBINE THE OFFICES OF AUDITOR, CONTROLLER AND TREASURER INTO ONE OFFICE WHICH OFFICER SHALL BE ENTITLED CHIEF FINANCIAL OFFICER, AND TO DELEGATE AUTHORITY TO THE GENERAL MANAGER TO SUPERVISE THE CHIEF FINANCIAL OFFICER.

BACKGROUND FINDINGS:

The Sonoma-Marín Area Rail Transit District (“SMART”) was created pursuant to Public Utilities Code section 105010 *et seq.* Section 105050 provides for the appointment by the Board of Directors of a General Manager, a secretary, a chief engineer, a legal counsel, a controller, an auditor, and treasurer. The offices of auditor, controller, and treasurer may be held by separate officers or combined and held by one officer. Section 105050 also provides for the appointment of other officers, assistants, and deputies, as the Board may deem necessary by ordinance. Section 105052(b) also provides that the General Manger may appoint, supervise, suspend, or remove district officers, other than members of the board and officers appointed by the board.

Section 1. TITLE. This ordinance shall be known as the SMART Personnel Ordinance.

Section 2. PURPOSE. This Ordinance is adopted to establish employment positions for SMART, which are not otherwise provided for by statute, to combine the offices of auditor, controller and treasurer into one office which officer shall be entitled Chief Financial Officer, and to delegate authority to the General Manager to supervise the Chief Financial Officer.

Section 3. ESTABLISHMENT OF OFFICERS, ASSISTANTS AND OTHER DEPUTIES.

a. The SMART Board hereby establishes the following employment positions:

1. Rail Engineering and Project Implementation Manager
2. Community Outreach Manager
3. Office Manager
4. Property Manager
5. Rail Planning Manager

b. The General Manager shall have the authority to appoint, supervise, suspend or remove the managers listed in section (a) above. The General Manager shall be charged with further delineating the job descriptions and the job duties for each management position.

- c. Salaries and any benefits for employment positions created by this Ordinance shall be set by the Board by resolution.

Section 4. COMBINING THE OFFICES OF AUDITOR, CONTROLLER AND TREASURER INTO ONE OFFICE WHICH OFFICER SHALL BE ENTITLED CHIEF FINANCIAL OFFICER AND DELEGATING AUTHORITY TO THE GENERAL MANAGER TO SUPERVISE THE CHIEF FINANCIAL OFFICER.

The SMART Board hereby combines the offices of auditor, controller and treasurer into one office which officer shall be entitled Chief Financial Officer (“CFO”). The CFO shall be appointed by the Board of Directors. The Board delegates to the General Manager the authority to supervise the CFO.

Section 5. SEVERABILITY. If any provision of this ordinance or the application thereof to any person or circumstance is held invalid, the remainder of the ordinance and the application of such provision to other persons or circumstances shall not be affected thereby.

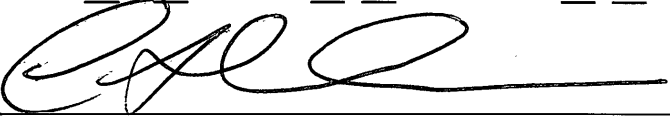
Section 6. EFFECTIVE DATE. This Ordinance shall become effective 30 days from the date of final passage and it shall be published once before the expiration of fifteen (15) days after its passage, with the names of the Directors voting for or against the same, in *The Press Democrat*, a newspaper of general circulation published in the County of Sonoma, State of California, and in *The Marin Independent Journal*, a newspaper of general circulation published in the County of Marin, State of California.

PASSED AND ADOPTED by the Board of Directors of the Sonoma-Marín Area Rail Transit District in the County of Sonoma, State of California, on February 18, 2009, by the following vote:

DIRECTORS:

MCGLASHAN: Aye FUDGE: Aye ARNOLD Aye BORO: Aye
BREEN: Aye BROWN: Aye EDDIE: Aye
KELLNER: Aye KERNS: Aye MACKENZIE: Aye PAHRE: Aye
RUSSELL: Aye

AYES: 12 NOES: 0 ABSENT: 0 ABSTAIN: 0 VACANT: 0



Charles McGlashan, Chair, SMART Board of Directors

Attest:


Lillian Hames, General Manager and Clerk of the Board

**Resolution No. 2026-20 Sonoma-Marín Area Rail Transit District
July 15, 2026**

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA-MARIN AREA RAIL TRANSIT DISTRICT, STATE OF CALIFORNIA, DELEGATING THE DUTIES OF THE CHIEF FINANCIAL OFFICER TO THE GENERAL MANAGER ON AN INTERIM BASIS UNTIL A NEW CHIEF FINANCIAL OFFICER IS APPOINTED BY THE BOARD

WHEREAS, the Sonoma-Marín Area Rail Transit District (“SMART”) was created pursuant to the Public Utilities Code section 105010 *et seq.*; and

WHEREAS, Section 105050 provides for the appointment by the Board of Directors a controller, and auditor, and a treasurer; and

WHEREAS, the offices of the controller, auditor, and treasurer may be held by separate officers or combined and held by one officer; and

WHEREAS, on February 18, 2009, the Board of Directors passed Ordinance No. 2009-01 which combined the three offices into one under an officer entitled, Chief Financial Officer; and

WHEREAS, Ordinance No. 2009-01 also delegated the supervision of the Chief Financial Officer to the General Manager; and

WHEREAS, the position is currently vacate and the duties of the Chief Financial Officer need to continue to be done until another Chief Financial Officer is appointed by the Board of Directors; and

WHEREAS, the General Manager per Ordinance No. 2009-01 already has the authority to supervise the Chief Financial Officer, so it seems appropriate in the absence of an appointed Interim Chief Financial Officer, that the General Manager assume these duties; and

NOW, THEREFORE, BE IT RESOLVED that Board of Directors delegates the Chief Financial Officer duties to the General Manager until another Chief Financial Officer is appointed by the Board of Directors.

PASSED AND ADOPTED at a regular meeting of the Board of Directors of the Sonoma-Marín Area Rail Transit District held on the 15th day of July 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



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

P: 707-794-3330
F: 707-794-3037
W: www.SonomaMarinTrain.org

BOARD OF DIRECTORS

Chris Coursey, Chair
Sonoma County Board of Supervisors

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Patty Garbarino
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Ariel Kelley
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Eric Lucan
Marin County Board of Supervisors

Kevin Jacobs
Transportation Authority of Marin

Barbara Pahre
Golden Gate Bridge,
Highway/Transportation District

Gabe Paulson
Marin County Council of Mayors and
Councilmembers

David Rabbitt
Sonoma County Board of Supervisors

GENERAL MANAGER
Eddy Cumins

July 15, 2026

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

SUBJECT: Modification of effective date for the reclassification of a SMART position.

Dear Board Members:

RECOMMENDATIONS:

Approve modification of the effective date of the reclassification of the Grants and Budget Analyst position to the Analyst I position from June 17, 2026, to April 6, 2026.

SUMMARY:

On June 17, 2026, the Board adopted Resolution No. 2026-16, which amended Resolution No. 2025-19 (Fiscal Year 2025/2026 Budget) to modify position authority by reclassifying the vacant Grants and Budget Analyst position (1.0 FTE) to an Analyst I position (1.0 FTE), an entry-level professional classification. The Grants and Budget Analyst position had been vacant since March 28, 2026.

A key responsibility of the Analyst I position is the processing and review of vendor invoices. This function requires detailed analysis to ensure invoice accuracy and compliance with contractual terms prior to payment, making it essential to the timely processing of vendor obligations and the continuity of financial operations. To maintain this critical function, a current employee assumed the duties of the Analyst I position on an interim basis beginning April 6, 2026.

At the time the Board approved the reclassification on June 17, 2026, it was the Chief Financial Officer's intent to request that the reclassification be made effective April 6, 2026, reflecting the date the employee began performing the duties associated with the position. Due to an administrative oversight, the April 6th effective date was not included in the original request. Accordingly, staff is requesting that the Board approve the reclassification of the Grants and Budget Analyst position to Analyst I, effective April 6, 2026, rather than June 17, 2026.

Fiscal Impact

Modifying the effective date will not increase Fiscal Year 2025/2026 budget expenditures due to existing salary savings generated by the vacancy. Once the position is filled, the reclassification is projected to generate annual salary savings of approximately \$22,484 to \$28,207.

Sincerely,

/s/

Eddy Cumins
General Manager



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

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Sonoma County Board of Supervisors

GENERAL MANAGER

Eddy Cumins

July 15, 2026

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

SUBJECT: Fiscal Year 2025/2026 Budget Amendment #12

Dear Board Members:

RECOMMENDATIONS:

Adopt Resolution No. 2026-21, amending Resolution No. 2025-19, the Fiscal Year 2025/2026 Adopted Budget to modify spending authority.

BACKGROUND:

In the fall of 2025, the Black Point Bridge on the Brazos Branch Freight Line experienced multiple mechanical failures, which resulted in the bridge being closed for rail service while repairs were completed. These repairs were completed and service re-initiated in June of 2026. During the time of the outage, it was determined that SMART would assist with additional trucking costs for freight customers. In January 2026, the SMART Board approved funding to cover initial costs. This action adds \$241,700 to the Fiscal Year 2025/2026 Freight Budget for claims through the completion of the bridge repairs.

On July 1, 2022, SMART began operating freight service with its own employees. In preparation for this transition, SMART applied to the U.S. Railroad Retirement Board (RRB) to have Freight Division employees covered under the federal railroad retirement system. Due to the lengthy review process, a final determination was not received for nearly four years.

In December 2025, SMART was notified that Freight Division employees are covered under the Railroad Retirement Act. This determination was consistent with SMART's expectations. Since July 2022, SMART has prudently withheld and accrued both the employee and employer retirement contributions, ensuring that sufficient funds have been reserved for the required remittance.

However, following the RRB's determination, SMART learned that freight employees are also subject to the Railroad Unemployment Insurance Act

(RUIA), a separate federal unemployment program administered by the Railroad Retirement Board. Prior to receiving this determination, SMART reasonably believed that Freight Division employees were covered under California's state unemployment insurance program, as are all other SMART employees.

As a result, SMART is now required to make retroactive unemployment insurance contributions for the period of July 1, 2022, through June 30, 2026. The total liability for this four-year period is \$555,668, which equates to approximately \$138,917 per year.

Accordingly, staff is requesting Board authorization for a budget adjustment of \$555,668 to fund the required retroactive payment and ensure compliance with federal railroad unemployment insurance requirements.

This action increases funding through the California Priority Legislative Budget Projects 2024 grant or by \$797,368.

FISCAL IMPACT:

The increase in spending authority for freight is balanced by an increase in grant funding, therefore maintaining a fund balance of \$0.

Sincerely,

/s/

Claire Springer

Budget and Finance Manager

Attachments: 1.) Resolution No 2026-21
2.) Revised Appendix B

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA-MARIN AREA RAIL TRANSIT DISTRICT, STATE OF CALIFORNIA, AMENDING RESOLUTION NO. 2025-19, THE ANNUAL BUDGET FOR FISCAL YEAR 2025-2026 TO MODIFY SPENDING AUTHORITY

WHEREAS, as part of its approval of the Annual Budget for Fiscal Year 2025-2026, the Board of Directors considered the annual expenditures necessary for the Sonoma-Marín Area Rail Transit District; and

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

WHEREAS, the Board approved Budget Amendment #2 to modify expenditure authority for the rollforward of funds and acceptance of additional funding; and

WHEREAS, the Board approved Budget Amendment #3 to modify expenditure authority for Phase I of the Healdsburg Extension project and the Teamsters agreement, and to revise position authority; and

WHEREAS, the Board approved Budget Amendment #4 to modify expenditure authority to add grant funding and roll forward funds related to continuing projects; and

WHEREAS, the Board approved Budget Amendment #5 to add additional funding for passenger rail, as well as add and modify funding sources for freight rail; and

WHEREAS, the Board approved Budget Amendment #6 increasing expenditure authority for passenger and freight; and

WHEREAS, the Board approved Budget Amendment #7 modifying the expenditure authority for passenger and freight and amending the position authorization for freight; and

WHEREAS, the Board approved Budget Amendment #8 modifying the expenditure authority for freight and amending the position authorization for passenger; and

WHEREAS, the Board approved Budget Amendment #9 modifying the expenditure authority for freight and passenger rail; and

WHEREAS, the Board approved Budget Amendment #10 modifying the position authority for passenger rail; and

WHEREAS, the Board approved Budget Amendment #11 modifying the position authority for passenger rail; and

WHEREAS, the Board desires to amend the budget to increase expenditure authority for freight; and

NOW, THEREFORE, BE IT RESOLVED that the expenditure authority in Resolution No. 2025-19, Fiscal Year 2025-2026 Adopted Budget Appendix B is hereby amended.

BE IT FURTHER RESOLVED except as specifically amended or supplemented by this Resolution, Resolution No. 2025-19, together with all supplements, amendments, and exhibits thereto is, and shall continue to be, in full force and effect as originally adopted, and otherwise contained herein shall, or shall be construed to, modify, invalidate, or otherwise affect and provision of Resolution No. 2025-19.

PASSED AND ADOPTED at a regular meeting of the Board of Directors of the Sonoma-Marín Area Rail Transit District held on the 15th day of July 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



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Marin County Council of Mayors and
Councilmembers

David Rabbitt
Sonoma County Board of Supervisors

GENERAL MANAGER

Eddy Cumins

July 15, 2026

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

SUBJECT: Fiscal Year 2026/2027 Budget Amendment #1

Dear Board Members:

RECOMMENDATIONS:

Adopt Resolution No. 2026-22, amending Resolution No. 2026-17, the Fiscal Year 2026/2027 Adopted Budget to modify spending authority.

BACKGROUND:

As SMART entered the new fiscal year, there were projects and costs expected to have been completed or expended in the previous fiscal year. These costs and revenues need to be rolled into the current fiscal year to ensure that work can continue efficiently. A more extensive roll-forward will be presented to the Board of Directors once all Fiscal Year 2026 project costs have been reconciled.

This action includes the remaining costs and revenues associated with Maintenance of Way's Mainline Surfacing Project. Most of the materials were procured in Fiscal Year 2026, but the contractor work needed to shift to Fiscal Year 2027. To complete this project, \$203,241 will be rolled into Fiscal Year 2027 from Fiscal Year 2026, funded by \$162,593 in federal state of good repair funds rolling into this year and \$40,648 of SMART's sales and use tax funding.

The Fiscal Year 2027 Budget included projects rolling from Fiscal Year 2026 for the purchase of a Hyrail Boom Truck to be utilized by the Maintenance of Way department and a Rail Car Mover to be utilized by the Vehicle Maintenance department. These purchases will utilize revenues from the Local Partnership Program (LPP) which were not included in the Fiscal Year 2027 budget. By integrating \$300,000 in LPP revenues for these projects, the sales and use tax funding in Fiscal Year 2027 will be reduced by \$300,000.

This Budget Amendment rolls forward Transit and Intercity Rail Capital Program (TIRCP) funds from Fiscal Year 2026 for the Healdsburg Extension project. These funds are dedicated to a specific scope within the design phase of the project and support utilities permitting, mitigation credit

purchases, crossing reductions, and easements. As they were not expended in Fiscal Year 2026, these TIRCP funds are available to be utilized in Fiscal Year 2027 in the amount of \$2,028,000.

The project to replace the 8th Street Cantilever on the Freight Line had been initiated in Fiscal Year 2026 with the purchase of the equipment to prepare the project for construction. However, the cantilever was unable to be delivered prior to the end of the fiscal year. This action moves \$38,774 of expenditures and funding through the California Legislative Budget Projects 2024 grant into Fiscal Year 2027.

The Shortline Railroad Improvement Program (SLRIP) funds had not been included in the Fiscal Year 2027 Freight budget as they were due to expire. However, those funds are now in the process of being extended by the California Legislature and California Transportation Commission. This action programs \$308,190 in SLRIP funds for planned Freight Projects and reduces the California State Legislative Budget Projects 2024 grant funds by the same amount. The SLRIP funds will be matched with revenues generated by Freight operations.

FISCAL IMPACT:

The increase in spending authority for freight is balanced by an increase in grant funding, therefore maintaining a fund balance of \$0. The passenger budget will add \$300,000 in revenues, increasing the fund balance to \$48,657,802.

Sincerely,

/s/

Claire Springer

Budget and Finance Manager

Attachments: 1.) Resolution No 2026-22
 2.) Revised Appendix A
 3.) Revised Appendix B

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA-MARIN AREA RAIL TRANSIT DISTRICT, STATE OF CALIFORNIA, AMENDING RESOLUTION NO. 2026-17, THE ANNUAL BUDGET FOR FISCAL YEAR 2026-2027 TO MODIFY SPENDING AUTHORITY

WHEREAS, as part of its approval of the Annual Budget for Fiscal Year 2026-2027, the Board of Directors considered the annual expenditures necessary for the Sonoma-Marín Area Rail Transit District; and

WHEREAS, the Board desires to amend the Annual Budget Resolution No. 2026-17 to increase expenditure authority; and

NOW, THEREFORE, BE IT RESOLVED that the expenditure authority in Resolution No. 2026-17, Fiscal Year 2026-2027 Adopted Budget Appendices A and B are hereby amended.

BE IT FURTHER RESOLVED except as specifically amended or supplemented by this Resolution, Resolution No. 2026-17, together with all supplements, amendments, and exhibits thereto is, and shall continue to be, in full force and effect as originally adopted, and otherwise constrained herein shall, or shall be construed to, modify, invalidate, or otherwise affect and provision of Resolution No. 2026-17.

PASSED AND ADOPTED at a regular meeting of the Board of Directors of the Sonoma-Marín Area Rail Transit District held on the 15th day of July 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

Appendix A - Passenger Rail/Pathway Sources & Uses				
FISCAL YEAR 2026-2027 BUDGET - SOURCES				
		FY27 Requested Budget	Amendment #1	Total
1	Beginning Fund Balance *	\$ 57,338,843	\$ -	\$ 57,338,843
2	Revenues			
3	SMART Sales and Use Tax			
4	Measure Q	\$ 50,408,000	\$ -	\$ 50,408,000
5	Measure Q Cost of Collection	\$ (850,000)	\$ -	\$ (850,000)
6	Net Sales & Use Tax	\$ 49,558,000	\$ -	\$ 49,558,000
7	Measure Q Roll Forward	\$ 1,626,044	\$ 40,648	\$ 1,666,692
8	Transfer from Capital Fund	\$ -	\$ -	\$ -
9	Transfer from Corridor Reserve	\$ -	\$ -	\$ -
10	Subtotal	\$ 51,184,044	\$ 40,648	\$ 51,224,692
11	Federal Funds			
12	5307 - Urbanized Area Formula Funds (Preventative Maintenance)	\$ 4,202,279	\$ -	\$ 4,202,279
13	5337 - Federal State of Good Repair Funds	\$ 6,987,499	\$ 162,593	\$ 7,150,092
15	Subtotal	\$ 11,189,778	\$ 162,593	\$ 11,352,371
16	State Funds			
17	AHSC - Affordable Housing and Sustainable Communities	\$ 290,000	\$ -	\$ 290,000
18	LCTOP - Low Carbon Transit Operating	\$ 799,967	\$ -	\$ 799,967
19	LPP - Local Partnership Program	\$ 1,151,291	\$ 300,000	\$ 1,451,291
20	SRA - State Rail Assistance	\$ 5,086,476	\$ -	\$ 5,086,476
21	STA - State Transit Assistance (Population)	\$ 1,321,520	\$ -	\$ 1,321,520
22	STA - State Transit Assistance (Revenue)	\$ 1,890,109	\$ -	\$ 1,890,109
23	MASCOTS - Marin	\$ 431,520	\$ -	\$ 431,520
24	STA - MASCOTS - MTC	\$ 500,000	\$ -	\$ 500,000
25	STA - MASCOTS - SCTCA	\$ 704,080	\$ -	\$ 704,080
26	STA - SGR (State of Good Repair)	\$ 752,058	\$ -	\$ 752,058
27	TIRCP - Windsor to Healdsburg Phase I	\$ 10,100,000	\$ 2,028,000	\$ 12,128,000
28	Subtotal	\$ 23,027,021	\$ 2,328,000	\$ 25,355,021
29	Regional Funds			
30	Regional Measure 3 (RM3)	\$ 50,000	\$ -	\$ 50,000
31	Subtotal	\$ 50,000	\$ -	\$ 50,000
32	Other Sources			
33	Advertising	\$ 140,595	\$ -	\$ 140,595
34	Charges for Services	\$ 124,002	\$ -	\$ 124,002
35	Fare Revenues - Passenger Rail	\$ 3,333,189	\$ -	\$ 3,333,189
36	Fare Revenues - Shuttle	\$ 12,941	\$ -	\$ 12,941
37	Interest Earning	\$ 1,500,000	\$ -	\$ 1,500,000
38	Misc.	\$ 60,000	\$ -	\$ 60,000
39	Parking	\$ 55,727	\$ -	\$ 55,727
40	Rent - Real Estate	\$ 508,846	\$ -	\$ 508,846
41	Other Governments/Private Sector	\$ 1,375,000	\$ -	\$ 1,375,000
42	Subtotal	\$ 7,110,300	\$ -	\$ 7,110,300
43	Total Revenues	\$ 92,561,143	\$ 2,531,241	\$ 95,092,384
44	Total Revenues + Fund Balance	\$ 149,899,986	\$ 2,531,241	\$ 152,431,227

FISCAL YEAR 2026-2027 BUDGET - USES

45		FY27 Requested Budget	Amendment #1	Total
46	Debt Service	\$ 16,998,869	\$ -	\$ 16,998,869
47	Salaries & Benefits	\$ 33,997,748	\$ -	\$ 33,997,748
48	Reduction for Salaries Charged to Projects	\$ (1,731,972)	\$ -	\$ (1,731,972)
49	Reduction for Allocation of Salaries/ Services/ Supplies to Freight	\$ (18,782)	\$ -	\$ (18,782)
50	Service & Supplies	\$ 20,175,589	\$ -	\$ 20,175,589
51	Total Salaries, Benefits, Service, & Supplies	\$ 52,422,583	\$ -	\$ 52,422,583
52	Contribution to OPEB/ CalPERS Liability Fund	\$ 500,000	\$ -	\$ 500,000
53	Contribution to Capital Sinking Fund	\$ 1,000,000	\$ -	\$ 1,000,000
54	Operating Reserve	\$ 170,299	\$ -	\$ 170,299
55	Total Reserve Contributions	\$ 1,670,299	\$ -	\$ 1,670,299
56	Total Debt Service, Operating, Reserves	\$ 71,091,751	\$ -	\$ 71,091,751
57	Balance	\$ 78,808,234	\$ 2,531,241	\$ 81,339,475
58				
59				
60	Non-Capital Projects	\$ 4,023,434	\$ -	\$ 4,023,434
61	Total Non-Capital Projects	\$ 4,023,434	\$ -	\$ 4,023,434
62	State of Good Repair and Projects	\$ 10,079,775	\$ 203,241	\$ 10,283,016
63	Total State of Good Repair	\$ 10,079,775	\$ 203,241	\$ 10,283,016
64	Capital Projects			
65	Equipment	\$ 2,502,726	\$ -	\$ 2,502,726
66	Facilities	\$ 11,619,000	\$ 2,028,000	\$ 13,647,000
67	Infrastructure	\$ 1,056,497	\$ -	\$ 1,056,497
68	Non-Revenue Vehicles	\$ 1,169,000	\$ -	\$ 1,169,000
69	Total Capital Expenditures	\$ 16,347,223	\$ 2,028,000	\$ 18,375,223
70	Ending Fund Balance	\$ 48,357,802	\$ 300,000	\$ 48,657,802

Appendix B - Freight Sources and Uses				
FISCAL YEAR 2026-2027 BUDGET - SOURCES				
		FY27 Requested Budget	Amendment #1	Total
1	Beginning Fund Balance	\$ -		
2	Revenues			
3	CA Priority Legislative Budget Projects 2024	\$ 1,540,254	\$ (269,416)	\$ 1,270,838
4	Caltrans SR 37 Construction Support	\$ 6,000	\$ -	\$ 6,000
5	Caltrans Novato Creek Bridge Construction Support	\$ -	\$ -	\$ -
6	State Shortline Grant	\$ -	\$ 308,190	\$ 308,190
7	Freight Movement Fees	\$ 800,000	\$ -	\$ 800,000
8	Leases	\$ 278,100	\$ -	\$ 278,100
9	Storage	\$ -	\$ -	\$ -
10	45(g) Tax Credit	\$ 261,970	\$ -	\$ 261,970
11	Total Revenues	\$ 2,886,324	\$ 38,774	\$ 2,925,098
12	Total Revenues + Fund Balance	\$ 2,886,324	\$ 38,774	\$ 2,925,098
FISCAL YEAR 2026-2027 BUDGET - USES				
		FY27 Requested Budget	Amendment #1	Total
13	Expenditures			
14	Salaries & Benefits	\$ 1,217,673	\$ -	\$ 1,217,673
15	Services & Supplies	\$ 1,056,271	\$ -	\$ 1,056,271
16	Brazos Branch Bridge Repairs Phase III	\$ 360,000	\$ -	\$ 360,000
17	8th Street Cantilever Replacement	\$ 121,380	\$ 38,774	\$ 160,154
18	SR 37 Grade Crossing PE Review	\$ 6,000	\$ -	\$ 6,000
19	Tie Replacement	\$ 125,000	\$ -	\$ 125,000
20	Total	\$ 2,886,324	\$ 38,774	\$ 2,925,098
21	Ending Fund Balance	\$ -	\$ -	\$ -



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Marin County Council of Mayors and
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David Rabbitt
Sonoma County Board of Supervisors

GENERAL MANAGER

Eddy Cumins

July 15, 2026

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

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

Dear Board Members:

RECOMMENDATIONS:

Receive the Marin-Sonoma Coordinated Transit Service Plan ("MASCOTS") Update

SUMMARY:

In April 2026, SMART and the other transit operators serving the 101 corridor in Marin and Sonoma counties implemented service changes under the Marin Sonoma Coordinated Transit Service (MASCOTS) Plan. Staff will present early results from the MASCOTS Plan service changes for the period of April 12 through May 31, 2026.

BACKGROUND:

In 2023, the MASCOTS Plan was initiated to conduct a comprehensive structural analysis of transit service in the Highway 101 corridor. Participating agencies included Marin Transit, Golden Gate Bridge Highway and Transportation District (GGBHTD), SMART, Santa Rosa CityBus, Petaluma Transit, Sonoma County Transit, Transportation Authority of Marin (TAM), Sonoma County Transportation and Climate Authority (SCTCA), and the Metropolitan Transportation Commission (MTC). The purpose of this effort was to improve service efficiency, effectiveness, and legibility along Highway 101 corridor to better serve existing and future transit customers. MASCOTS assessed 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. Based on the findings, the MASCOTS Plan set forth recommended service changes to achieve a more legible network, create better regional connections, and add more frequency on key corridors. The service changes were designed to reinvest service hours where higher demand exists, improve the efficiency of existing resources, and result in increased ridership. SMART staff presented the MASCOTS recommendations for service changes to the SMART Board of Directors in July 2025 (See Attachment A).

MASCOTS service changes are being implemented as a three-year pilot, which went into effect on April 12, 2026. Over the course of the pilot phase, regular evaluation milestones are planned to look at the performance of these changes in order to ensure the MASCOTS Plan is meeting the intended goals and continues to be financially feasible. An interim evaluation of the plan is planned in Spring 2027 and the full pilot evaluation is planned for Fall 2028.

FISCAL IMPACT:

There is no fiscal impact related to this informational item. MASCOTS funding for FY27 was approved as part of the FY27 Budget.

NEXT STEPS:

Staff will return to the Board to present the results of the interim and full pilot evaluation.

Sincerely,

/s/

Zoe Unruh
Planning Manager

Attachment: 1.) Attachment A- SMART July 16, 2025 Board Agenda Item 10 MASCOTS



Chris Coursey, Chair
Sonoma County Board of Supervisors

July 16, 2025

Mary Sackett, Vice Chair
Marin County Board of Supervisors

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

Janice Cader Thompson
Sonoma County Mayors' and
Councilmembers Association

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

Kate Colin
Transportation Authority of Marin

Dear Board Members:

Victoria Fleming
Sonoma County Mayors' and
Councilmembers Association

RECOMMENDATION: Information Only

Patty Garbarino
Golden Gate Bridge,
Highway/Transportation District

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.

Ariel Kelley
Sonoma County Mayors' and
Councilmembers Association

Eric Lucan
Marin County Board of Supervisors

Mark Milberg
Transportation Authority of Marin

Barbara Pahre
Golden Gate Bridge,
Highway/Transportation District

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:

Gabe Paulson
Marin County Council of Mayors and
Councilmembers

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

David Rabbitt
Sonoma County Board of Supervisors

Eddy Cumins
General Manager

Southern Marin Bus Service:

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

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Fax: 707-794-3037
www.SonomaMarinTrain.org

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

The MASCOTS Plan is being presented to various boards and committees from late June through August, and an engagement campaign will survey current and potential transit riders throughout July and August. Any revisions to the plan will be included in a final document presented for adoption in September to your Board.

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.

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

Respectfully,

/s/
Emily Betts
Planning Manager



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Eddy Cumins

July 15, 2026

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

SUBJECT: Geyserville Station Update on Ongoing Request for Public Comment

Dear Board Members:

RECOMMENDATIONS:

Receive an update regarding outreach at the Geyserville Planning Committee and Geyserville Anderson Valley Municipal Advisory Council ("GAVMAC") meetings.

SUMMARY:

At SMART's Board of Director's June 2026 meeting, the Board directed staff to initiate a public engagement process around the possible inclusion of a Geyserville Station. This report provides an update on that effort.

BACKGROUND:

In June 2026, staff presented to the Board a proposed engagement process to conduct public outreach and gather input from Geyserville residents, employees and stakeholders regarding the possible inclusion of a Geyserville station into the SMART system. The results of the outreach would guide and inform the Board's consideration of adopting the project into the SMART program.

Upon the Board's direction to proceed, staff initiated the public engagement process to hear from the community regarding support for a possible Geyserville station. In order to gather meaningful input, Staff prepared a presentation and included a proposed station location (Attachment A). To date, SMART has presented and gathered feedback at two meetings held in Geyserville, created a webpage with background information, and launched a public survey for input. Additionally, SMART has scheduled and publicized the upcoming community meeting to discuss the proposed Geyserville station for Monday, August 10. Furthermore, SMART has responded to various media requests on the proposed Geyserville station.

June 2026 Meetings and Presentations

SMART General Manager Eddy Cumins and staff gave a presentation at the Geyserville Planning Committee on Tuesday, June 23, 2026, and the Geyserville Alexander Valley Municipal Advisory Council on Wednesday, June 24, 2026. SMART answered questions and heard feedback from the public and the respective committee and council members.

Webpage

SMART created a webpage with background information, the proposed station location map, and responses to frequently asked questions. The purpose of the webpage is to educate the public on what is being proposed and inform them of ways to participate in outreach opportunities and provide feedback. Additionally, staff contact information is provided to answer questions and gather comments. The webpage is located here: sonomamarintrain.org/geyserville.

Survey

SMART launched a survey to gather public input and feedback to hear from residents, employees, visitors and stakeholders about their support for a Geyserville station, and to learn about the travel needs for people interested in the station. The survey is open from July 1 to August 16, 2026, and is available in English and Spanish. The survey can be accessed on SMART's Geyserville webpage and has been shared via email, and on SMART's social media platforms and with a wide range of stakeholders including Tribal partners, local government agencies, healthcare providers, educational institutions, the tourism and business community, the Spanish-speaking community, and transit partners.

Community Meeting

SMART has scheduled and publicized the upcoming Community Meeting taking place in Geyserville on Monday, August 10 from 5:30-7:30 PM. The meeting will be held at the Geyserville Oriental Community Hall, 1000 CA-128, Geyserville, California. The meeting will include a presentation with information about the proposed station, and offer opportunities for the community to ask questions and provide feedback. Language interpretation services will be provided to assist attendees.

Media

SMART has also responded to media inquiries about the proposed station including providing information for stories published in the Marin Independent Journal "Marin IJ", Press Democrat, Healdsburg Tribune, San Francisco Chronicle, and SMART General Manager Cumins participated in a television interview with KTVU.

Community Input to-date

Community members had initially asked SMART about a potential Geyserville Station in October 2023. However, at that time, SMART's original enabling legislation (AB2224) precluded the possibility of a station, stating that "north of Healdsburg, the district shall locate commuter stations only within incorporated areas." Geyserville support resulted in Senator Dodd updating the legislation through SB904 to remove this limitation in 2024. In December 2024, the SMART Board adopted the 2025-2030 Strategic Plan and included a strategy to pursue a Geyserville station based on feedback received throughout the plan's engagement process (See SMART's 2025-2030 Strategic Plan Appendix A- Outreach Summary here https://www.sonomamarintrain.org/sites/default/files/Document%20Library/AppendixA_OutreachSummary_202412.pdf). Staff has created and promoted numerous methods for input to ensure that we hear from a wide range of stakeholders.

FISCAL IMPACT:

There is no fiscal impact related to this informational item. Budget included as part of the Marketing and Outreach FY27 budget is available and is being utilized to support the outreach efforts.

NEXT STEPS:

Staff will continue to solicit public input through the survey, website and community meeting and will return to the Board in August with a full summary of the input along with any considerations for adopting the station as a project into SMART's program.

Sincerely,

/s/

Zoe Unruh
Planning Manager

Attachment: 1.)Presentation from the June 2026 Geyserville Planning Committee and Geyserville Alexander Valley Municipal Advisory Council meetings.

Sonoma-Marin Area Rail Transit District

Geyserville Station

June 2026



Outline

- SMART Today
- Background on SMART in Geyserville
- Why a Geyserville Station?
- Opportunities
- Station location consideration
- Discussion questions
- Community engagement next steps
- Questions/discussion



SMART Today

- **More service than ever**
 - **48 weekday** trips and **24 weekend** trips
- **Record ridership & pathway use**
 - Averaging 5,500 weekday riders, and will carry **over 1.4 million riders in FY 2026 and serve 1.2 million pathway trips**
- **Healdsburg Extension under construction**
 - Expected to **open in late 2028**
- **Secured future**
 - SMART's **sales tax** was **extended to 2059**, with a 74.5% approval between Marin and Sonoma counties



Background on SMART in Geyserville

2002

AB2224
SMART's enabling legislation stated that "north of Healdsburg, the district shall locate commuter stations only within incorporated areas"

2023

Geyserville residents requested a station and SMART General Manager met with Geyserville councils and committees for additional feedback

2024

SB904 (Dodd) updated legislation to allow for construction of a station in unincorporated Sonoma County between Healdsburg and Cloverdale

2025

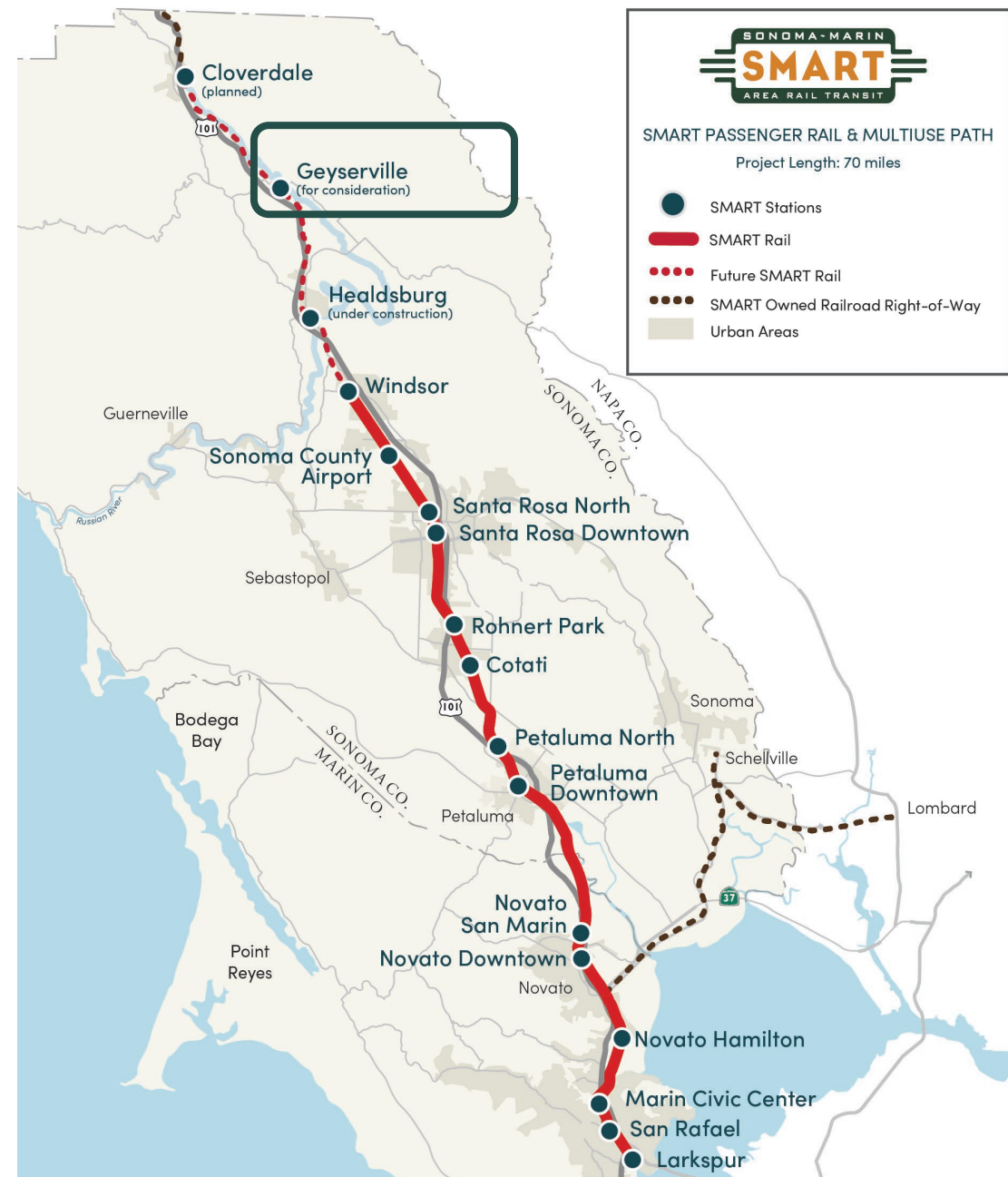
SMART's five-year strategic plan included a strategy around pursuing the addition of a Geyserville Station

2026

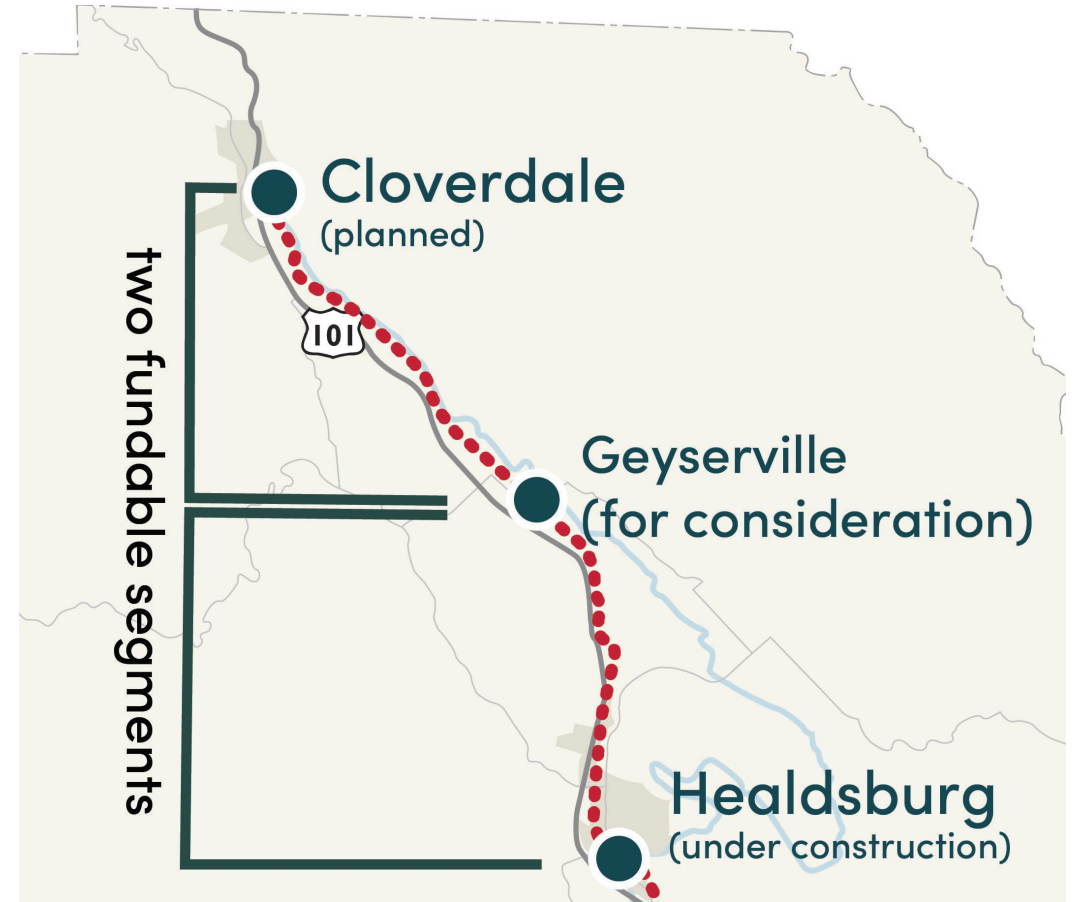
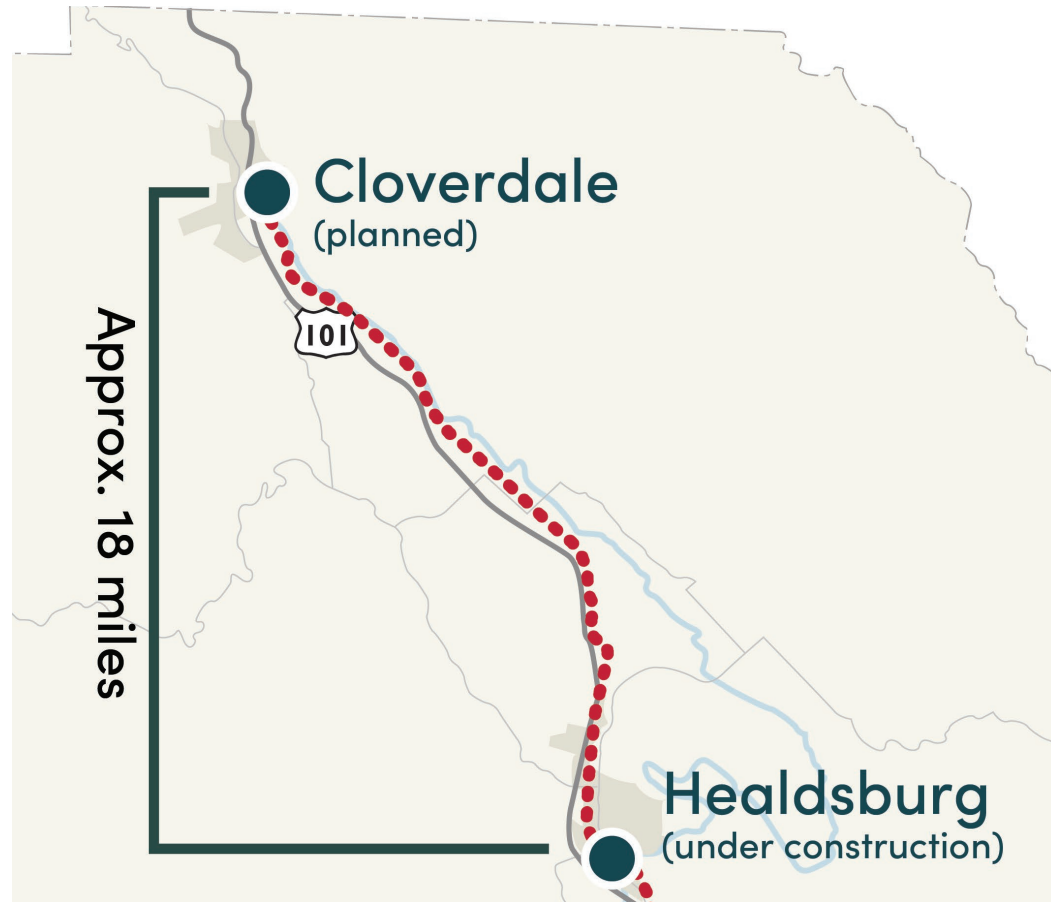
June 2026, SMART Board of Directors directed staff to initiate public engagement on a potential Geyserville Station

Why a Geyserville Station?

- Would allow train access for residents, workers, and visitors to Geyserville.
- Would maximize the utility of the rail system without harming railroad operations
- Would make more trips on the pathway between Cloverdale, Geyserville, and Healdsburg possible
- Would segment the delivery of the extension between Healdsburg and Cloverdale and create more opportunities to secure grant funding to complete the system



Strategic Segmentation



Opportunities

- Return passenger rail service to Geyserville after nearly 70 years
- Provide train access for residents, workers, and visitors to Geyserville
- Maximize the SMART System
- Segment delivery of the 18-mile extension to Cloverdale
- Construct a station in Geyserville that would:
 - Be built within SMART's existing right of way
 - Facilitate public and private 1st/last mile bus connectivity
 - Be within the urban service area
 - Located in close proximity to the highest job concentration in the central Alexander Valley/Geyserville area

Proposed Station Location

- Hwy 128 and Rimmel Rd
- Benefits:
 - Centrally located to housing, jobs, and business
 - Within SMART Right of Way
 - Within Geyserville urban service area
 - Under .25 miles to connecting transit service
 - Includes room for auto parking area



Station Area Profile



- Passenger Boarding Platform
- Shelter & Amenities
- Bicycle Parking
- Auto Parking –capacity to be determined on existing SMART owned property, including potential shared use opportunities

Discussion

- Do you support Geyserville Station being added to the SMART system?
- Do you support the proposed location?
- Would another location along SMART right-of-way do a better job of connecting with other transit and connecting to high concentrations of destinations, people and jobs within Geyserville?

Next steps: Community feedback

- June 2026 (now) — Geyserville Alexander Valley Municipal Advisory Council (GAV-MAC) and Planning Committee Meetings
- July/August 2026 — Public survey
- August 2026 — SMART-hosted workshop in Geyserville/Alexander Valley
- August 2026 – Make recommendation to SMART Board of Directors regarding the inclusion of Geyserville Station

Questions / Discussion?

Discussion

- Do you support Geyserville Station being added to the SMART system?
- Do you support the proposed location?
- Would another location along SMART right-of-way do a better job of connecting with other transit and connecting to high concentrations of destinations, people and jobs within Geyserville?